

# THE AMERICAN REVIEW OF REVIEWS

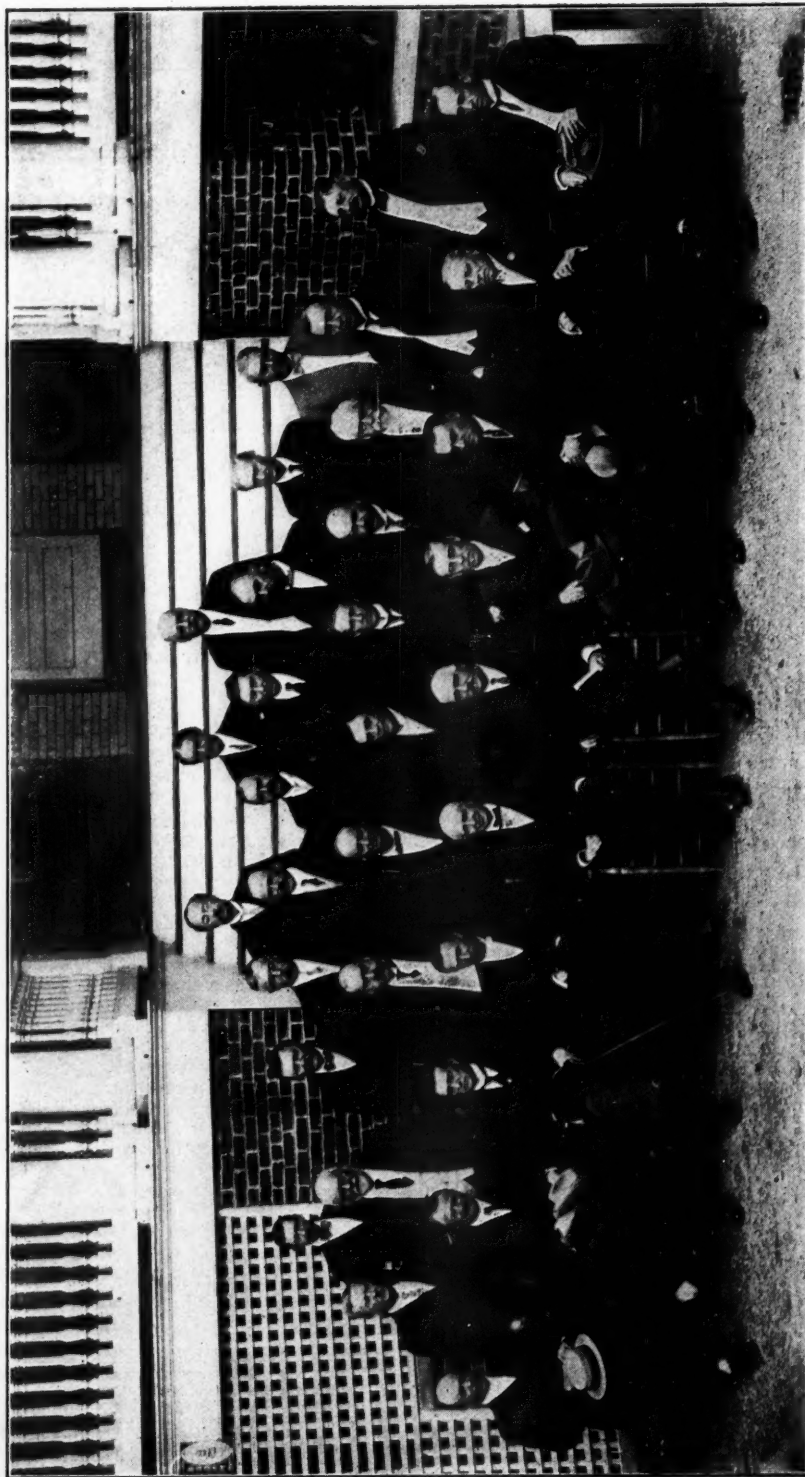
EDITED BY ALBERT SHAW

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# "THE HOUSE OF GOVERNORS," AT SPRING LAKE, N. J., LAST MONTH

First row: Norris, Mont.; Hay, Wash.; Kitchin, N. C.; Cruce, Okla.; Harmon, Ohio; Wilson, N. J.; Tener, Pa.; Pothier, R. I.; Glascock, W. Va.  
 Second row: O'Neal, Ala.; Carey, Wyo.; Gilchrist, Fla. (slightly in the rear); Plasted, Me.; Aldrich, Neb.; Willson, Ky.; Hadley, Mo.; Crothers, Md.; Mann, Va.; Smith, Ga.; Shafroth, Colo.  
 Third row (beginning directly in back of Governor Plasted): Spry, Utah; McGovern, Wis.; Foss, Mass.; Burke, N. D.; Hawley, Ida.; Stubbs, Kans.; Veasey, S. D.  
 Back row: Secretary Jordan and ex-Governors Quinby (N. H.) and Fort (N. J.)



# THE AMERICAN REVIEW OF REVIEWS

VOL. XLIV

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No. 4

## THE PROGRESS OF THE WORLD

*The  
Conference of  
Governors*

After the adjournment of Congress, which was duly chronicled in these pages last month, the country settled down to a period of comparative rest from political agitation. With only one or two legislatures in session and active campaigns in progress in a scant half-dozen States of the Union, September was a dull month, politically. The general apathy was relieved, however, by the meeting of governors at Spring Lake, N. J., and the transcontinental journey of President Taft. The "House of Governors," an outgrowth of a conference called by President Roosevelt at the White House in May, 1908, has now, in the words of Governor Wilson, "released itself from federal guidance" and is an independent body. As regards geographical representation, it is a national body; at Spring Lake thirty States were represented by their executives and no important section of the country, speaking broadly, was without representation. The West, the Middle West, and the South may have seemed at times to take a more active part in the discussions; but sectional issues were not at the front, nor were the divisions on sectional lines.

*Problems  
Common to  
the States*

In some former meetings of the "House of Governors" there has been discussion of problems connected with conservation and other matters in which the national government shares responsibility with the individual States; but there is a great range of activities that the States cannot share with the government at Washington, even if they would. At the same time there is a striking similarity in the nature of the administrative and legislative problems that are constantly presenting themselves, in one aspect or another, to many of the States. There is no reason why California should not profit from the experience of Wisconsin in

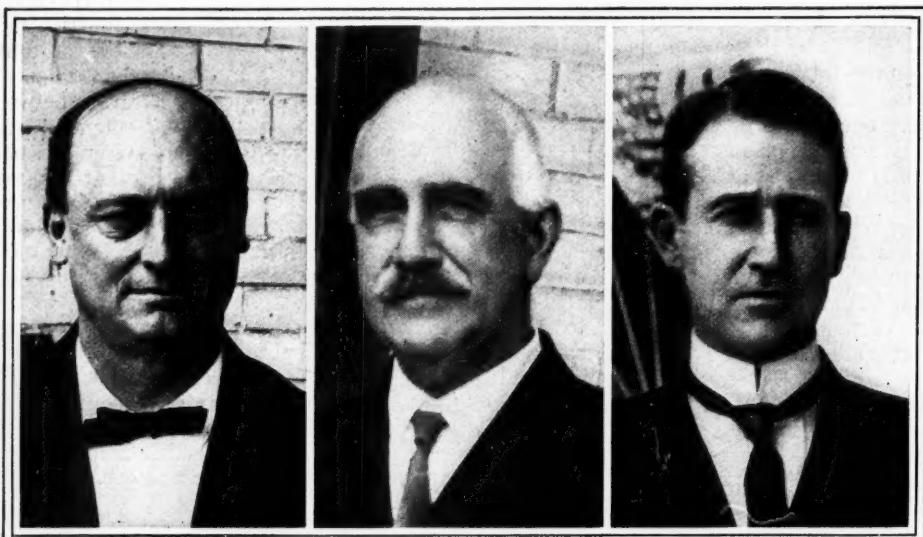
the regulation of public-service corporations or in the exercise of any other function that properly falls within the sphere of State activity. There is, in fact, every reason for seeking to bring about coöperation between the States in attacking their common problems and a broader intelligence on the part of their executives regarding what has been done toward their solution. Uniformity of State legislation on certain topics, notably divorce, may be highly desirable, but even if uniformity were never attained, there would still be enough work for such a body as the conference of governors to justify its existence. It is important that the men whose duty it is to see to the enforcement of the law throughout the country,—the law which most intimately concerns the individual citizen,—should consult together and profit by one another's knowledge and experience.

*State  
Versus Federal  
Authority*

The Spring Lake conference considered these general topics: "Strengthening the Power of the Executive," "Employers' Liability and Workmen's Compensation," "The Inheritance Tax and State Comity," and "State Control of Public Utilities." In many of the States these are already vital issues, while in others they are rapidly coming to the front. Thus far they have not been complicated with questions of federal authority. They are clearly within the domain of the State governments and the federal government has never disputed any State's authority in regard to them. It was only when the conference began to discuss the rights of the State to fix traffic rates that the possibility of conflict between the State and federal governments was disclosed. The conference, with significant unanimity, voiced its protest against a recent decision of the United States Circuit Court of Appeals which enjoins the

Minnesota Railroad Commission from regulating rates on the ground that such regulation would interfere with interstate commerce. It was voted to take the unprecedented course of sending this protest to the Supreme Court of the United States through a committee consisting of Governors Harmon, of Ohio, Hadley, of Missouri, and Aldrich, of Nebraska. The only effective way in which the views of the conference can be communicated to the Supreme Court will be in the form of an argument, presented like any other brief of counsel, in support of the rights of the State of Minnesota. In the court's decision are involved, of course, the rights of every other State in the Union.

principle which regulates the relations between the Dominion of Canada and the various Canadian provinces. There the powers not expressly reserved to the provinces are vested in the Dominion Government. The trend of recent judicial decisions in this country, it must be admitted, is clearly in the direction of upholding federal authority at the expense of the States, and now the executives of more than a score of our commonwealths have united in a protest against a decision which threatens, in their opinion, to militate most seriously against the power of the State governments to regulate railroad rates within their own boundaries. The States are no longer asserting a theoretical



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GOVERNOR CHESTER H. ALDRICH  
OF NEBRASKA

GOVERNOR JUDSON HARMON  
OF OHIO (CHAIRMAN)

GOVERNOR HERBERT S. HADLEY  
OF MISSOURI

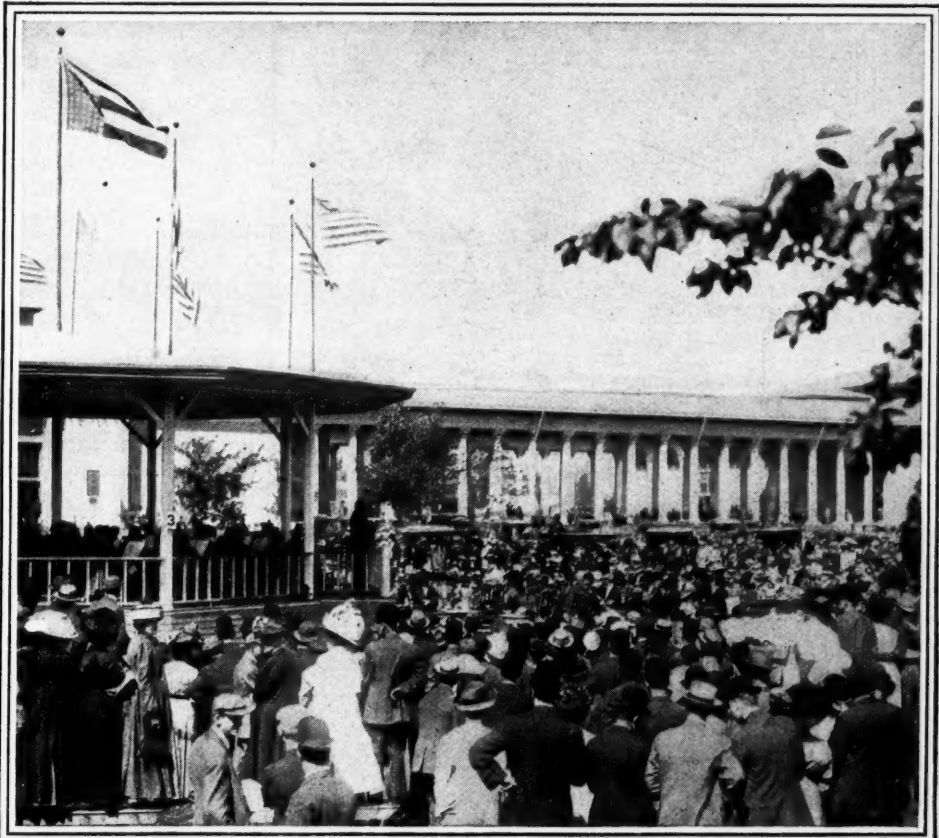
THE GOVERNORS' COMMITTEE APPOINTED TO ACT ON BEHALF OF THE STATES BEFORE THE  
SUPREME COURT IN THE MINNESOTA RATE CASES

*The States and the Nation* This unexpected action of the conference directed the country's attention to the changed attitude of the federal courts toward the relations of the States to the federal government. Formerly the courts were extremely jealous of federal encroachment on the prerogatives of the States. It has always been the working theory of our governmental system that all powers not expressly committed to the general government by the Constitution are reserved to the States, and even the federal control of interstate commerce was late in obtaining recognition. This theory is precisely the reverse of that which ex-Senator Beveridge so clearly sets forth in this number as the

right to leave the Union; they are demanding the right to remain in the Union and be left free to engage in certain activities of their own, without federal interference. Some adjustment must be reached which will permit this without a sacrifice of the federal control of interstate commerce.

*President Taft's Trip*

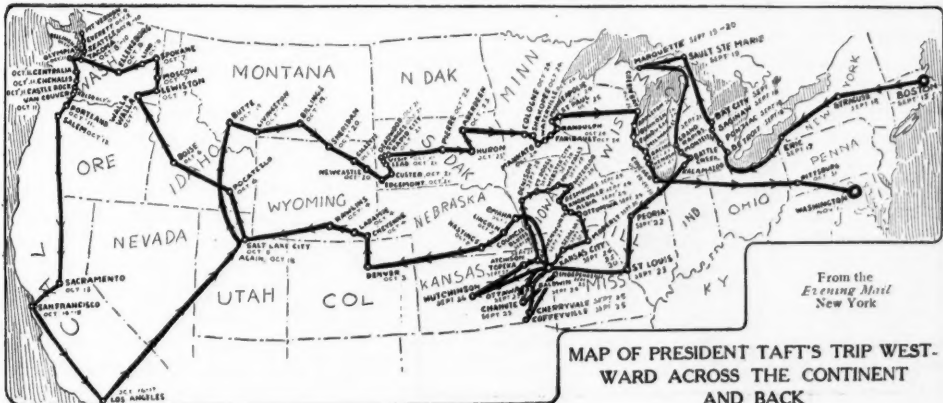
On September 15 President Taft left the "Summer White House" at Beverly, Massachusetts, for a transcontinental tour of the Northern States. On the following day, he spoke at the New York State Fair at Syracuse, and thence journeyed westward and northward, speaking at Erie, Pennsylvania, Detroit and other

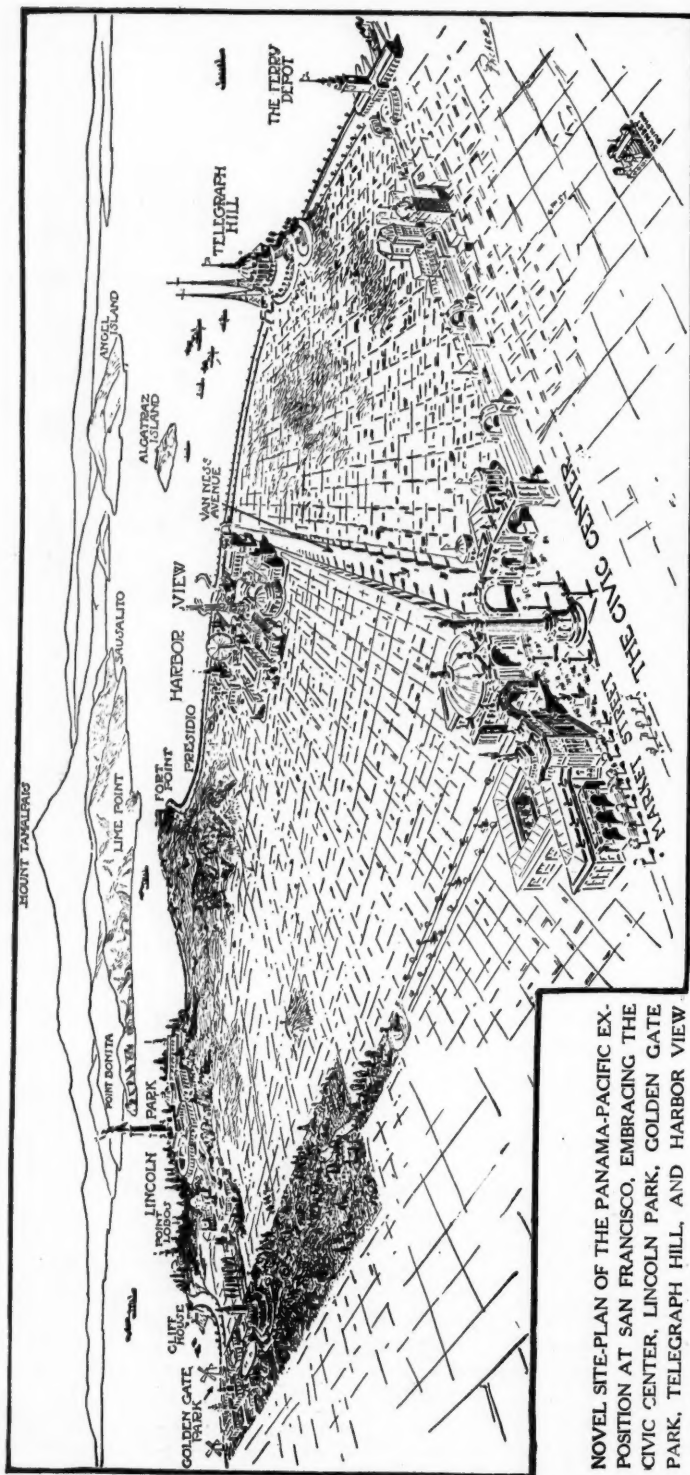


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PRESIDENT TAFT SPEAKING AT SYRACUSE, N. Y., AT THE OUTSET OF HIS JOURNEY  
ACROSS THE CONTINENT

Michigan cities, St. Louis, and Kansas City. San Francisco he will break ground for the Panama Exposition. After a tour of California, the President will return East through the Northwestern States, closing his 13,000-mile journey with visits to Minnesota and Wisconsin. President Taft's speeches, during





NOVEL SITE-PLAN OF THE PANAMA-PACIFIC EXPOSITION AT SAN FRANCISCO, EMBRACING THE CIVIC CENTER, LINCOLN PARK, GOLDEN GATE PARK, TELEGRAPH HILL, AND HARBOR VIEW

September, were largely devoted to the tariff question and to explanations of his recent veto messages to Congress. At Erie he suggested a plan by which the American members of the Joint High Commission provided for by the arbitration treaties may be subject to confirmation by the Senate.

*San Francisco's Exposition*

The directors of the Panama-

Pacific Exposition, at San Francisco, after nearly a year of discussion, decided last July on the arrangement and location of the exposition buildings. The plan adopted by the directors is new in the history of expositions, for the whole city of San Francisco, rebuilt since the fire of 1906, will serve as the site of the great fair. Thus the exposition visitor will be quartered in the hotel district of the city, near the civic center at Van Ness Avenue and Market Street, where there will be a great auditorium and convention hall, with other permanent exposition buildings which may properly be placed in the heart of the city. This civic center, a feature of the Burnham plans, will be connected by Van Ness Avenue with the main entrance of the exposition, near Fort Mason on the bay shore. Here will be the exhibits of machinery and other manufactures, an aquarium, and a yacht harbor just at the edge of the Golden Gate. Here also





YOUNG PROHIBITION CAMPAIGNERS IN MAINE

will be the concessions of the type made familiar by former expositions. The Government post known as the Presidio adjoins this part of the exposition site, and not many blocks west is Lincoln Park, commanding an unexcelled ocean view, and here will be erected a statue commemorative of the building of the Panama Canal. A strip of 200 acres between Lincoln Park and the Golden Gate Park will accommodate the principal foreign and State exhibits. The museum and art gallery, being permanent features, will be placed in Golden Gate Park. At Telegraph Hill, on the bay front, there will be a monster wireless telegraph tower in connection with a permanent park and observatory. A boulevard and an intermural railway, nine miles in length, will connect these various sites, while the Union Ferry Depot will form the entrance to the city and Market Street will lead to the civic center. The whole country will be interested in the development of this wonderful plan.

On September 11, the State of Maine's Indecision Vote  
Maine voted on the question of repealing the constitutional prohibition of the liquor traffic,—the culmination of an exceedingly active and vigorous campaign on the part of both the friends and the opponents of repeal. Unfortunately, the result was so close that it is regarded by both

parties as indecisive. As was pointed out in these pages last month, a plurality vote, even if it is acknowledged to be in favor of repeal, cannot of itself establish a license system or make any other change in Maine's method of dealing with the liquor traffic. The legislature must first repeal the prohibitory laws now in force and enact new ones before liquor selling can be licensed in Maine. In view of the fact that many of the rural towns and villages undoubtedly favor prohibition, notwithstanding the pro-liquor attitude of the cities, it would seem that a local-option policy is desirable from every point of view.

#### State and City Elections

There is a State campaign under way in Maryland, which this year chooses a governor and legislature. State Senator Arthur P. Gorman has been named for the governorship by the Democrats, and Phillips Lee Goldsborough by the Republicans. In the Senatorial primaries held in Virginia early in the month, United States Senator Thomas S. Martin was successful in securing the nomination for the full term, and Senator Claude A. Swanson for the unexpired term of the late Senator Daniel. In the city of Philadelphia there is to be a mayoralty election this fall, and keen interest was developed last month in the choice of party candidates to be determined in open





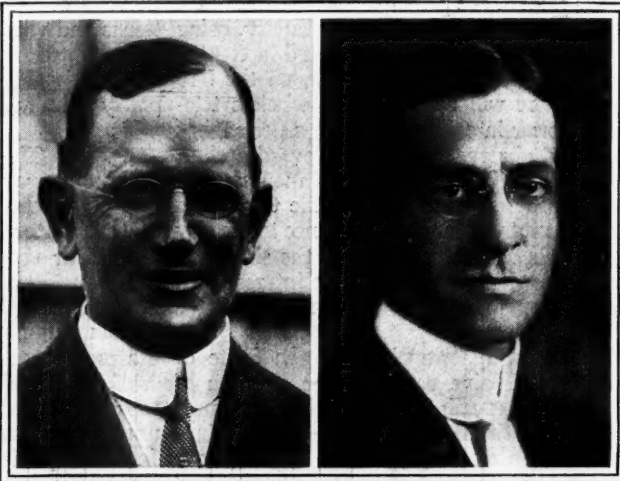
William S. Vare      George H. Earle, Jr.  
 REPUBLICAN CANDIDATES FOR THE REPUBLICAN  
 MAYORALTY NOMINATION IN PHILADELPHIA

primaries on the last day of the month. Recorder William S. Vare was a leading candidate for the Republican nomination, but his candidacy was vigorously opposed by George H. Earle, Jr., who had the support of United States Senator Penrose. Meanwhile the nomination of the Keystone, or reform, party was sought by Rudolph Blankenburg and Clarence Gibboney. Other important municipal elections of this autumn will be those of Cleveland and San Francisco. Cleveland, which now ranks as the sixth city in the United States, is to choose a new mayor, and the nominees of the Republican and Democratic parties, respectively, have already been selected by the primaries. Director of Public Safety Frank G. Hogen will head the Republican ticket, while the Democrats have united on City Solicitor Newton D. Baker, who was a member of Mayor Tom Johnson's administration and has been four times elected to his present office. In San Francisco, James Rolph, Jr., has begun a spirited campaign for the mayoralty against the present incumbent of the office, P. H. McCarthy. The State of California, by the way, will vote at a special election on October 10 on an equal suffrage amendment to the constitution.

*New York's  
 New  
 Charter*

The New York Legislature resumed its sessions last month, after a long summer recess. The chief

business that came before it after the re-assembling was to receive the report of the joint cities committees of the two houses on the proposed New York City charter. Some of the objections to the original draft of that document were noted in these pages last month. The legislative committees, after a series of public hearings, announced important changes, especially in the sections relating to the education department. Strenuous objection having been made to the provision for a small, paid Board of Education, the committees revised that provision so as to fix the number of members of the board at fifteen, only one of whom, the president, is to be salaried. Furthermore, the powers of the City Superintendent are enlarged, and he is to have a seat on the board with the power to issue all teachers' licenses. The educational sections of the new charter have aroused more interest, perhaps, than any of the minor political provisions. These latter include the seating of the borough presidents in the Board of Aldermen, the Governor's power of removal as applied to the mayor, comptroller, and borough president, and other elective municipal officers; the membership of the comptroller in the budget committee of the Board of Estimate; the opening of public records in every department, except those of police and law, to public inspection, and so forth. Several of the provisions of the old charter which had been abrogated or materially modified in the first draft were later restored in their original form. The central figure in the whole charter discussion has been Mayor Gaynor



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 Frank G. Hogen      Newton D. Baker  
 CANDIDATES FOR THE MAYORALTY IN CLEVELAND

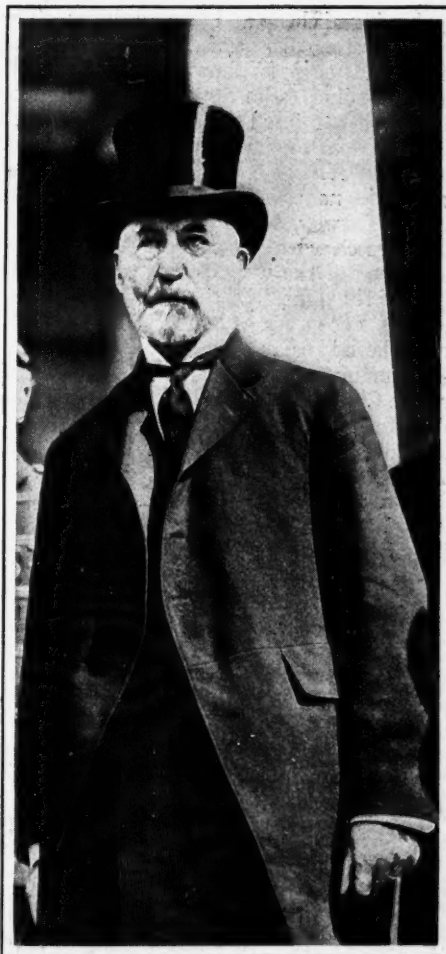
himself, who has given to the perfection and completion of the new charter much of his time for several months.

*Dr. Wiley Vindicated*

No public official ever received a more complete vindication than was accorded by President Taft to Dr. Harvey W. Wiley in a letter to Secretary Wilson made public on September 15. Dr. Wiley is chief of the Bureau of Chemistry in the Department of Agriculture and has had more to do with the enforcement of the Pure Food law than any other representative of the Government. Several months ago he was charged by the personnel board of the department with a violation of law in the employment of an expert assistant in his bureau. The findings of the board were submitted to the Attorney-General and approved by him, but President Taft, after a thorough review of all the evidence in the case, was convinced that the findings had been based on incomplete data and that Dr. Wiley had not even been guilty of a technical irregularity in the conduct of his office. The President expresses his sympathy with Dr. Wiley's earnest efforts to enforce so important a statute as the Pure Food law. The discussion of this incident in the press has made it clear that the country heartily approves of Dr. Wiley's official course.

*Cultivating a Popular Art Instinct*

Slowly, but none the less surely, the general American public is acquiring a sort of art instinct that is not only bound to have immense cultural value but certain to result in increased material advantage. There is the



MAYOR GAYNOR, OF NEW YORK, AS HE APPEARED LAST MONTH



AS GOOD AS A DOZEN SPEECHES  
From the *Record-Herald* (Chicago)

never-ending process of education going on through the press by its reports of art development all over the world. The public learns a good deal about painting when something sensational happens to a great masterpiece. Witness the theft of da Vinci's painting, "Monna Lisa," from the Louvre last month,—which we discuss on another page. A very significant development of the past year is the work of the Detroit Art Museum. For seventeen years, Director A. H. Griffith, of that institution, has been giving popular Sunday afternoon talks on art topics, to intensely interested audiences. His addresses have often taken a practical turn, in dealing with the subject of home decoration, the selection of pictures, rugs, wall paper, furniture, and bric-à-brac, seeking to discourage

the buying of cheap and tawdry things. The tribute to the efficacy of these talks is found in the openly expressed hostility of the dealers in cheap things, who complain that Director Griffith has injured their business. Much has been done to elevate the musical taste of the New York public by the popular concerts held under municipal direction. Mr. Arthur Farwell, the director of this music, describes elsewhere in this number the plan and scope of the work and tells graphically some of the difficulties encountered. A good deal of encouragement may be extracted from the campaign recently inaugurated by the Committee on Good Roads of the Automobile Club of America for the destruction of unlawful signs along the highways—unlawful, according to an act of the last New York Legislature, unless the consent of the owner of the property has been obtained—and for requesting owners to refuse to consent to the disfigurement of their premises.

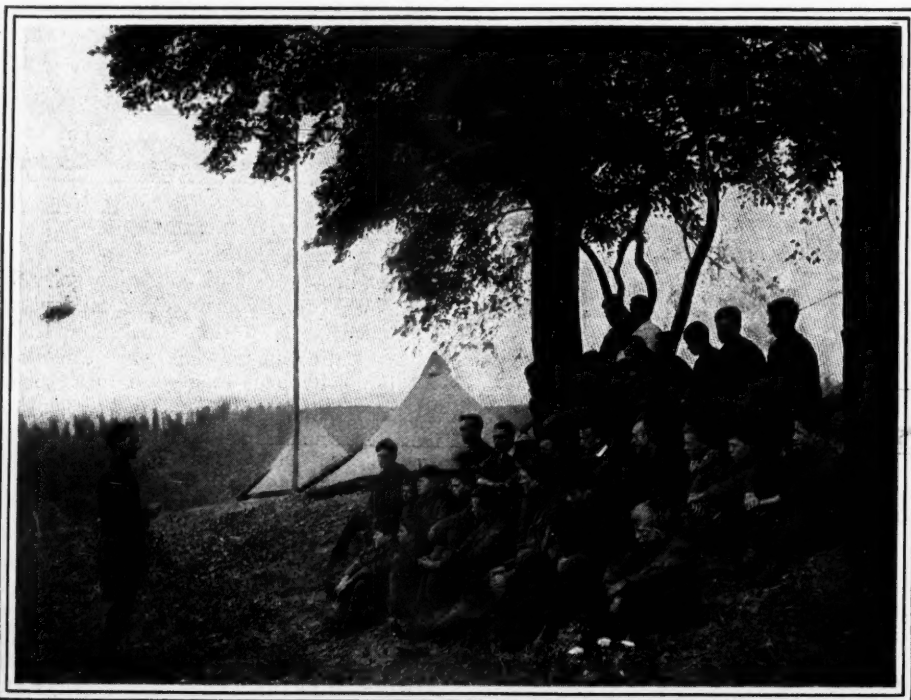
*The  
Boy  
Scouts*

In this number (page 429) appears an article by Mr. Dan Beard on the Boy Scouts of America. This society already has the names of 300,000 American boys upon its rolls, and is growing so rapidly, from day to day, that the central headquarters in New York City has

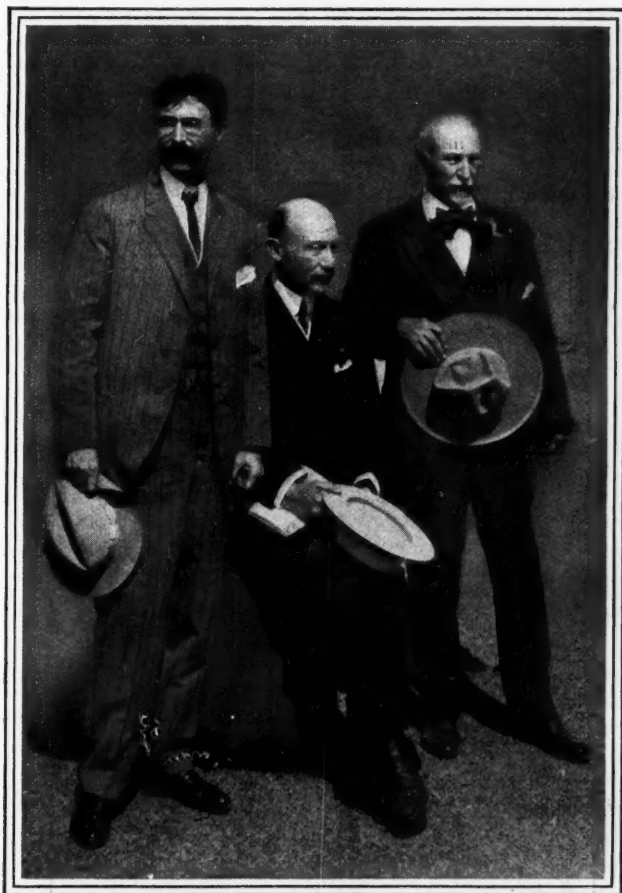
difficulty in tabulating its membership. The society seems to have quickly found a place for itself in the field of associated work for boys, and while it conflicts in no way with the Young Men's Christian Association and similar organizations, it supplements the activities of all of them, and has allurements for both city- and country-bred boys which no other society offers. Any father of boys who reads Mr. Beard's article will be impressed, we are sure, with the practical value of the training that the boy scout receives, and can hardly fail to share the enthusiasm of Mr. Beard and his colleagues on the official staff of the organization. General Baden-Powell has done much to energize and popularize the Boy Scout movement in England.

*A New  
Kind of  
Revival*

The newspapers have recently begun to give attention to an evangelistic movement of unusual proportions and distinctive methods. It is said that 8000 men are, at the present time, serving on committees throughout the United States in connection with this enterprise. During the coming eight months eighty American cities will be visited by a group of experienced evangelists, and many of the smaller cities and towns will be reached by the same propaganda through auxiliary commit-



A SUNDAY ADDRESS TO A GROUP OF BOY SCOUTS BY A STATE COMMISSIONER



"BOY SCOUT" LEADERS OF THE WORLD

(Ernest Thompson Seton, Chief Scout of the Boy Scouts of America; General Baden-Powell, father of the organization in Great Britain; and Dan Beard, National Scout Commissioner for America)

tees and speakers. This systematized touring of the country is, however, not the vital feature of what is called "The Men and Religion Forward Movement," although it will doubtless surpass all earlier attempts of a similar nature. The really distinctive element in this organized effort is the scientific study and classification of all data bearing on the religious condition of the nation. This application of the card-index system to religious conditions on so vast a scale is something quite new in the world's history. The same methods have been found to succeed in politics, in business, and in many forms of industry, and it is only reasonable to expect that they will be attended with some degree of success in the field of religious evangelization. As an instance of the thoroughness with which this survey will be made, it is stated

that blanks have been prepared covering over a thousand points in each city's life. Local committees in the various cities have this investigation in charge, and in some cases experts have been engaged who will give their entire time to the study. Taking this investigation as a basis, charts will be made for each city upon which will be graphically displayed the most important facts discovered. An effort will be made to obtain exact knowledge concerning the membership and activities of all Protestant churches. Local committees on "social service" will give the facts with reference to the area of the cities, the character of their early settlers and industries, and their influence upon the present-day life. Each city will be studied as a whole, showing its industries, its predominating nationalities, the density of its population,





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MISS MATILDA MOISANT

(One of America's licensed women flyers contesting at the Nassau Boulevard meet)

vital facts with reference to its municipal administration, various organizations affecting its social, political, industrial, and religious life, its community problems, such as saloons, dance-halls, crimes and arrests, housing and health, and, finally, the purposes, efficiency, and needs of its public and private agencies for social service.

*Coöperative Effort*

It is not too much to say that so comprehensive a study of actual conditions was never before undertaken in this country by any religious organization. A campaign of this kind could not hope for any measure of success without the coöperation of existing societies and institutions working in the same field. The present undertaking has the active backing of all the leading religious organizations in the country, including the Young Men's Christian Association, the International Sunday School Association, various denominational brotherhoods, and the great national mission boards. The entire movement is headed by what is known as the Committee of Ninety-Seven, made up of representative men selected from every part of the United States and Canada, while every city in which meetings are to be held has its Committee of One Hundred, already thoroughly organized and prepared to do systematic work. The chairman of the Committee of Ninety-Seven is James C.

Cannon, President of the Fourth National Bank, of New York. It is stated that provision has been made for the financing of the work by means of subscriptions from men of wealth throughout the country.

*Notable Agricultural Conference*

The fact that 63 per cent. of the remaining unoccupied arable acreage of the earth, if cultivated at all, must be tilled by dry-farming methods, shows the vast importance of this subject. Years of experimentation and testing of various systems have demonstrated that drouth can be largely overcome where proper precautions are taken. American agriculturists have taken a leading part in this movement. The Sixth International Dry-Farming Congress, meeting in Colorado Springs October 16-20, will bring together farmers, scientists, national and State agricultural secretaries and experts, as well as landowners, and others interested in agricultural development, from various parts of the world.

*American Aviation Meets*

The recent great flying-meets, while not financially successful, have furnished considerable aerial entertainment for many thousands of spectators. In August, Chicago furnished its quota of aerial thrills, with an unfortunate element of disaster, and last month Boston followed with a series of successful flights at the Squantum Aviation Field. The feature of this Boston meet was the Tri-State race of 160 miles through New Hampshire, Rhode Island, and Massachusetts. This was won by E. L. Ovington, in the monoplane class, and by Lieutenant T. D. Milling, U. S. A., in the biplane class. Another flying meet, enlisting the services of a large company of aviators of international fame, was arranged to take place under the auspices of the Aero Club of New York at the Nassau Boulevard, Long Island, September 23-October 1. This aerial tournament had the distinction of having special races and prizes for women. Among those entered for these events were Miss Matilda Moisant (sister of the late brilliant flyer, John B. Moisant), Miss Harriet Quimby, and Miss Blanche Scott, all qualified American aviators, and Mlle. Hélène Dutrieu, one of France's licensed women pilots, who came over especially to enter these contests.

*Long Cross-Country Flights*

The long cross-country flight, however, is now holding the bulk of public attention in America. Europe has had its 1000-mile circuit flights, but nothing of the sort had been achieved here



until Harry N. Atwood, after flying from Boston to Washington, undertook and successfully completed an aerial trip from St. Louis to New York, the distance covered being 1265 miles. Atwood was a little over eleven days on the way—from August 14 to 25—his actual flying time being 29 hours and 35 minutes. The trip, which was made in twenty flights and with but one forced descent, consumed almost all of the \$10,000 prize which it won for Atwood, but it was accomplished with safety to the aviator, and stands as the world's record for a long-distance journey by air. Stimulated by Atwood's success, the great overland air journey between San Francisco and New York, for which Mr. William R. Hearst is offering \$50,000, has now been attempted. Last month as many as eight flyers had entered for the performance of this feat, which must be begun before October 10 and completed in thirty days. Up to September 17, three men had ventured on the trip, Robert C. Fowler starting from the Pacific end, and James Ward and C. P. Rodgers from New York. All three met with accidents before they had gone very far from their points of departure, but continued their journeys undiscouraged. The progress of these overland flyers, as noted in the newspapers, has been eagerly watched all over the country. Another interesting long-distance flight now on the program is a 1500-mile trip down the Mississippi River which is being arranged by the principal cities en route.



THE MAIL MAN—1912  
(Apropos of recent experiments)  
From the Press (New York)



Photograph by Paul Thompson, New York

MLLE. HELENE DUTRIEU

(Famous woman aviator of France who took part in the Nassau Boulevard meet)

*Aerial  
Triumphs  
and  
Disasters*

Some remarkable feats in height and distance have recently been made. It seems as if the altitude record is not destined to remain long at any one point. Not many weeks ago Captain Felix, the French aviator, rose to a height of 10,826 feet. Then Beachey, at the Chicago meet in the latter part of August, rising until his gasoline was exhausted, touched 11,640 feet; and, on September 4, Roland Garros placed the altitude mark at 13,943 feet. In a single non-stop flight, Fourny accomplished 447 miles in 11 hours. Vedrines, with two 50-minute stops, made 406 miles in a similar space of time, while Helles, with three stops for fuel, achieved 745 miles in 15 hours. A new record recently added to American aviation laurels is for an endurance flight with a passenger, which was made by William Beatty at Chicago, his time being 3 hours and 42 minutes. Unfortunately, records in disasters were also made last month, a dozen or more men dying as a result of aeroplane accidents. Among the more prominent was Eduard Nieuport, the famous designer of the Nieuport monoplane, the fastest machine in use. France's mortality toll has indeed been heavy in recent weeks, as many as half a dozen of her aviators having met death. England lost Lieutenant R. A. Cammell, who was engaged in the aerial postal service. His machine collapsed in the air and fell. Among American



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MR. HAROLD H. HILTON

(Amateur golf champion of Great Britain and the United States)

aviators, Captain John J. Frisbie, one of the Curtiss flyers, met his death in Kansas. It appears that Frisbie, goaded by the taunts of the crowd, attempted a flight in a damaged machine and forfeited his life.

Postmen and  
Scouts  
of the Air

Interesting experiments in aerial postal service have been carried on in both France and Great Britain. Vedrines, noted winner of the Paris to Madrid race, made some successful postal trips by air from Paris to Trouville, making better time than the railroad. The "First United Kingdom Aerial Post" was inaugurated in London last month, and the carrying of mail by flying machine was begun between the Hendon aviation grounds and Windsor Castle. With the approval and coöperation of Postmaster-General Hitchcock, an American experiment along this line was arranged for in connection with the international meet at Nassau Boulevard last month, a sub-station being installed on the aviation grounds. For war purposes, as well as those of peace, the aeroplane continues to make progress. In the autumn maneuvers of both the French and German armies the aeroplanes gave an excellent account of themselves, winning the highest praises of the officers in charge. In the French maneuvers as many as forty machines were used. France, in fact, is giving special attention to the military development of the aeroplane, both the government and the people showing intense interest in

this branch of aviation. An instance of this is the \$20,000 prize offered by M. Michelin to stimulate the improvement of the aeroplane for practical use in war. Another notable contribution to the progress of aerial science is the Aero Technical Institute recently opened at Paris. This was founded by M. Henry Deutsch, another well-known French patron of the art. In this institution, equipped with the necessary appliances and machinery, experts will busy themselves with such subjects as the motor, the propellor, the question of automatic stability, and other vital phases of aviation, in the hope that solutions may ultimately be found for some of those vexing problems that still stand in the way of man's complete conquest of the air.

International  
Sports

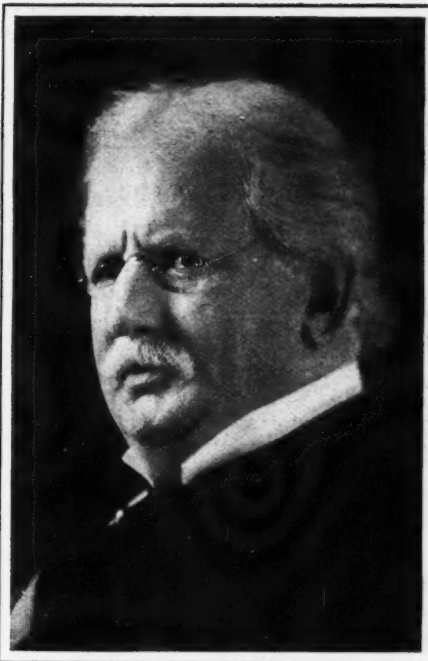
A number of sporting events of international interest, participated in by representatives of Great Britain and America, took place in this country last month. Honors fell to both countries. The tennis matches in the preliminary tie for the Davis Cup were successfully held on the courts of the West Side Tennis Club in New York. The American team won four of the five points (taking the four singles matches and losing the doubles match to the Britons), securing the right to challenge the Australian holders for the cup. In the international motor-boat races for the Harmsworth trophy, held at Huntington, Long Island, the American boat *Dixie IV* beat her English competitors, thus retaining the much-coveted trophy in this country. The *Dixie* covered the 30-mile course in 51 minutes, 15 seconds, averaging 40.38 statute miles an hour. A contest of interest to all golfers both in this country and abroad was that in which Harold H. Hilton, England's amateur golf champion, won the American title after an extra-hole match with Frederick Herreshoff in the final round of the national championship tournament at the Apawamis Club on September 16. Another sporting event in which England triumphed was an international soccer game between the Corinthians of England and the New Yorkers, the English team winning by a score of 4 to 2. Those outside automobile circles, as well as the many thousands of car owners and drivers, will be interested in the new speed record made by "Bob" Burman in a Blitzen-Benz car at Brighton Beach, New York. Burman covered a two-mile course on a circular track in 1 minute, 37.89 seconds,—at the rate of 74 miles an hour.

Western  
Union  
Report

More than casual interest attaches to the figures contained in the Western Union Telegraph Company's preliminary estimated statement for the quarter ended September 30th, showing net revenues of \$2,220,200, a balance available for dividends of \$1,786,138, and a surplus of \$1,038,251. They reveal the most prosperous financial condition that the company has enjoyed in any period of like duration in nearly a decade. To find revenues anywhere near approaching those just reported, it is necessary to go back as far as 1905, in which year they were \$2,007,593 for the corresponding quarter. But the most significant thing about them is that they are interpreted as the reflection of President Vail's progressive and statesmanlike policies, which have done so much in bringing the physical property of the American Telephone and Telegraph Company, of which he is also executive head, to a high state of efficiency for public service, and in destroying whatever hostility may have existed toward that great combination. The Western Union began to have the benefits of these policies late in 1909 when the Telephone Company purchased a minority of the stock and secured voting rights on enough additional shares to give it a dominant voice in the Telegraph Company's affairs. One of President Vail's early discoveries as a result of his study of Western Union's business was that the company's lines were being utilized to their capacity only a comparatively short time each day. He set about the task of devising some means whereby the company's existing facilities could be brought into greater public use without adding materially to expenses. The result was the establishment at considerably reduced rates of the "night letter," and the day "lettergram" services, which have sprung into wide popular favor in both a commercial and a social way. It is gratifying that this liberal and progressive policy should have so quick a financial reward.

Improving the  
Transatlantic  
Cable Service

Another indication of the progressiveness of Western Union's new management is found in the arrangements which have just been completed for important changes in the company's transatlantic cable service. These contemplate the lease of the Anglo-American Telegraph Company and the Direct United States Cable Company, of England, bringing eight cables under direct Western Union control and making it possible to put into effect a number of economies and improvements which should



Copyright by Pirie McIlhenny  
PRESIDENT THEODORE N. VAIL OF THE WESTERN  
UNION TELEGRAPH COMPANY AND THE AMER-  
ICAN TELEPHONE AND TELEGRAPH COMPANY

prove of much public benefit. In announcing the details of these arrangements, President Vail stated that to continue to confine the cables as at present to the "flash" or instantaneous service, would be to utilize only about 25 per cent. of existing capacity. Owing to the difference in time between New York and London, there are only a few business hours of the day common to both cities, and during those hours at least 75 per cent. of the business is done. In order to fill in this gap in much the same way as the gap in the business of the land lines was filled in, Western Union now proposes to introduce two new features in the shape of the "daily cable letter" and "week-end cable letter" in addition to a deferred rate service. These "letters"—for the introduction of each the consent of the British Post-Office Department has been granted—will be transmitted at a low rate and will enable the public to save the six to eight days now taken by the regular mail steamships. President Vail points out significantly that his company is not looking toward a cable monopoly. Indeed, he says, no such monopoly is possible—that the three systems, the Western Union, the French, and the Mackay, will continue to exist.

*Progress in  
Reorganizing  
the Trusts*

Although progress is reported in the work of preparing the American Tobacco Company for dissolution, in accordance with the Supreme Court's decree, it is likely to be some time yet before the details of the reorganization plan are known. Representatives of the company have had several conferences with Attorney-General Wickersham and the Circuit Court judges, whose approval will be necessary before any plan can be put into effect, but there are said to be several important points on which the conferees have failed to agree, one of them being a suggestion that the Government shall continue to supervise the reorganized companies. It is possible that it will become necessary for the trust to ask for an extension of the time allotted for it to effect its dissolution and that the final steps will not be taken until well after the first of next year. The company's problem thus appears to be proving quite as difficult of satisfactory solution as this magazine predicted it would. It contrasts sharply with that of the Standard Oil Company which had only to announce to its stockholders of record September 1st that the shares of the thirty-three subsidiary corporations, which came within the purview of the Supreme Court's decision, would be distributed to them pro rata on or about December 1. One of the big tasks of the American Tobacco Company is to find some equitable and satisfactory method of treating its debenture bondholders, while at the same time conserving the interests of the stockholders. Protective committees were formed ostensibly to represent the holders of three classes of the company's securities—the two bond issues and the preferred stock—but it is not clear just what these committees hope to accomplish. Moreover, their independence has been called into question since it was announced that the Tobacco Company itself had agreed to assume whatever expenses might be incurred by them. Notwithstanding certain large discretionary powers with which they are clothed they have been successful in getting control of large amounts of the securities. But it is believed the holders are likely to find that their hope lies with the Circuit Court judges after all.

*The  
Stock  
Market*

Every such extended period of general liquidation as the one through which the securities markets both here and abroad have just been passing, justifies some inquiry into the causes. Little reference need be made in this connection to such things as "manipulation," "bear

raids," and so on, about which so much is always heard on like occasions. It has been demonstrated often enough that while speculators of large resources can artificially advance or depress the prices of single stocks or of certain groups of stocks to their advantage, in practice they are powerless nowadays to control the whole market for any length of time. What bona fide investors are most interested in is the extent to which falling or rising prices are the reflection of what we sometimes refer to as "world economics." The sympathetic relationship existing between the big markets of New York, London, Paris, Berlin, and Amsterdam is pretty well understood. Doubtless it will have occurred, then, to a good many people to attribute at least a part of the unsettlement in the New York market to the disturbance in foreign financial centers incident to the dispute between France and Germany over Morocco. The almost complete demoralization of the Berlin market about the middle of September seemed, in fact, to offer sufficient grounds for an explanation of that kind.

*Germany's  
Financial  
Troubles*

But the more thoughtful observers point out that the Morocco incident was only superficially the cause of Berlin's excitement—that if it had not served to reveal in Germany a condition of inflation similar to that which prevailed in this country following the 1907-8 crisis, something else would have. In other words, the underlying cause of the liquidation abroad is held to be economic and not political. It has been necessary for the Germans to reduce their foreign commitments in order that they might be able to carry their own industrial stocks through the period of readjustment. They have sold American securities, "not from any doubt of their quality," as the *Wall Street Journal* says, "but for the simple reason that there is a market for them." Meanwhile, in this country, besides the general disappointment over the crop outlook, business in practically all lines has failed to show much, if any, rebound from the usual midsummer inactivity; the railroads have continued to report higher expenses and declining earnings; and indeed one or two of the large systems have been threatened with labor difficulties of more or less serious nature. Such conditions cast a shadow upon the future. And it is probably to the stock market's habit of discounting things months in advance that we must look for further explanation of prevailing prices which are from twenty to thirty points below the "high" of the year.





MR. BERNARD N. BAKER, OF BALTIMORE  
(President of the new Atlantic and Pacific  
Transport Company)

*American Ships  
Planned for  
the Panama  
Canal*

The possibilities of a real beginning in the rehabilitation of this country's merchant marine are suggested by the plans of the Atlantic and Pacific Transport Company, which was organized last month with \$15,000,000 authorized capital for the purpose of operating a fleet of American-built ships from ocean to ocean through the Panama Canal. These plans will be entirely contingent upon the new company's success in bidding for the ocean mail contracts now being advertised by the Postmaster-General and for which proposals will be received up to November 25, next. But once it does become a "going concern" the men at the head of it may be expected to give a good account of themselves, for they are all veterans in the business of ocean transportation. They are, Bernard N. Baker (president), James S. Whitely, C. G. Heim, and T. B. Harrison, of Baltimore, and Adrian H. Boole, of Washington. The first four were the original promoters of and officers in the Atlantic Transport Company prior to that company's absorption by the big "Morgan" steamship combine,—the International Mercantile Marine,—while Mr. Boole was formerly a partner in the American Agency of the Wilson Steamship Lines of

Hull, England. The Government offers ten-year contracts for weekly mail service between New York and Colon, New Orleans and Colon, San Francisco and Panama, and fortnightly service between Seattle and Panama to be inaugurated on the completion of the Canal in 1913. With this as a nucleus, the new steamship line would extend its operations to join Pacific and Atlantic seaports through the Canal and eventually include in its schedule the ports of Portland, Boston, Philadelphia, Baltimore, Norfolk, Jacksonville, Key West, Mobile, and Galveston. "In short," to use the words of the promoters themselves, "it is the purpose of this line to develop the entire domestic commerce of the country via the Panama Canal as fully as may be done by modern water transportation." It is proposed that the company shall begin business with a fleet of no fewer than fifteen steamers of the most modern construction. With such a fleet it is expected that the new concern would be able to contend successfully for a considerable share of the enormous coast to coast traffic now being carried entirely by the railroads.

*Trade with  
Central and  
South American  
Countries*

But an almost equally important factor in this company's business will be the incidental trade with Central and South American countries. This the Atlantic and Pacific Transport line proposes to develop by means of a system of sea-going barges to operate along the coasts and connect with the mail steamers from the United States. These barges are to be of light draft, in order that they may be able to penetrate the shoal bays, roadsteads and rivers and thus build up a large traffic to be transferred to the big ships. At the Canal entrances, Colon and Panama, large piers and warehouses for the handling of such traffic are already under construction by the Isthmian Canal Commission on behalf of the Government. President Baker states that within easy water communication of these points there are 14,000,000 people representing \$135,000,000 commerce. And of this amount less than \$9,000,000 was brought from and less than \$18,000,000 shipped to the United States last year. In other words, these 14,000,000 people were buying annually but 64 cents per capita from the United States while spending \$3.58 per capita for similar commodities in more remote countries. It is the hope of Mr. Baker and his associates not only that a larger share of this commerce may be diverted to this country, but that it may be substantially increased in volume.



Making  
Sure of  
Competition

Reference was made last month in these pages, in commenting on the long-and-short-haul decision of the Interstate Commerce Commission and its effect upon rates, to the problem confronting the railroads in having to meet increased water competition following the opening of the Panama Canal. As a matter of fact the Government itself seems to have taken all of the necessary steps to make actual competition of that kind certain. At least the steamship company that gets the ocean mail contracts is sure to be operated independently of the railroads. The Postmaster-General has said explicitly that: (1)—No mail contract will be awarded to any bidder who shall be engaged in any competitive transportation by rail. (2)—Every person serving as a director of the company making a successful bid must make oath that he is not a railroad representative or is acting in the interests of any railroad corporation. (3)—The power of any director or shareholder of such company shall cease when it has been determined that he represents a competitive railway interest. In the certificate of incorporation of the Atlantic and Pacific Transport Company provisions are made to meet these requirements of the Government.

Revised  
Cotton-Crop  
Estimates

Instead of a "bumper" cotton crop, approximating 15,000,000 bales, which the country had been led to expect from the early season returns, the Government's report covering the condition on the 25th of August indicated a crop of only about 12,250,000 bales. The Government's figures showed a deterioration of nearly 16 points since July 25th, bringing the condition slightly below the ten-year average. Many authorities in the trade, however, while admitting that there was a good deal of damage done during that period, declare it to be hardly credible that it was so great as represented by the Agricultural Department's experts. The trade estimates have placed the season's yield at a minimum of 13,000,000 bales and a maximum of 14,000,000 bales. Recent advices indicate, moreover, that since August 25th weather conditions in the cotton-growing States have been such as to benefit the crop materially. Everything now appears to depend upon the date of frost. If that comes at the average time or later, there is still reason to hope for a record yield. Meanwhile, not a little interest has centered on the statistics relating to the crop marketed during the twelve months ended August 31. The *Commercial and Financial*

*Chronicle* estimates this at 12,132,000 bales. Of that amount American spinners took 4,584,000 bales and 7,759,000 were exported—about one-half—to Great Britain. The crop sold for more money than any other crop grown in this country, bringing \$1,030,000,000 or a quarter of a billion more than the crop of 1908-9 which was 1,700,000 bales larger.

The  
Year's Yield  
of Grain

Likewise on the basis of the Government's September grain report some revision of previously estimated yields is necessary, but mostly on the favorable side. The expectation that the timely rains of August would better the prospects is entirely confirmed. The forecast of the yield of corn, for example, was raised more than 100,000,000 bushels over the one made early in August. A total crop of 2,736,000,000 bushels is now indicated—about 390,000,000 bushels less than in 1910. Oats promise 25,000,000 bushels more than in August, but 284,000,000 bushels less than last year. Of the other crops, all except spring wheat gained. Authorities generally agree that good prices will prevail.

Canada  
Defeats  
Reciprocity

The campaign which led up to Sir Wilfrid Laurier's defeat in the Canadian elections last month was one of the most hotly contested and sensational in the history of the Dominion. The issue overshadowing all others was that of reciprocity with the United States. The voters of the Dominion evidently took the Conservative party's war cry seriously and believed that reciprocity would be only a preliminary step toward absorption by the United States. The vote on September 21 was a complete victory for the Opposition to Sir Wilfrid Laurier's policy and a decisive condemnation of reciprocity. On the face of the returns (with one constituency not voting) the next Parliament will show the following party divisions: British Columbia, 5 Conservatives, 2 Liberals; Alberta, 2 Conservatives, 5 Liberals; Saskatchewan, 3 Conservatives, 7 Liberals; Manitoba, 7 Conservatives, 3 Liberals; Ontario, 74 Conservatives, 12 Liberals; Quebec, 24 Conservatives (including 2 Nationalists), 41 Liberals; New Brunswick, 6 Conservatives, 7 Liberals; Nova Scotia, 9 Conservatives, 9 Liberals; Prince Edward Island, 2 Conservatives, 2 Liberals. Total, Conservatives, 132; Liberals, 88. Of the reciprocity issue the Premier said, in an address early in the campaign:

We believe it means much to our young and growing Dominion. We believe that in two coun-

tries like Canada and the United States, situated as they are alongside each other, reciprocity of trade in natural products will produce a large measure of benefit to the people. I do not hesitate to say that the greater benefit will be derived by Canada, as the weaker profit more than the stronger. This should never be a party question. To say that it involves a weakening of our ties with the motherland is absurd, insincere and false.

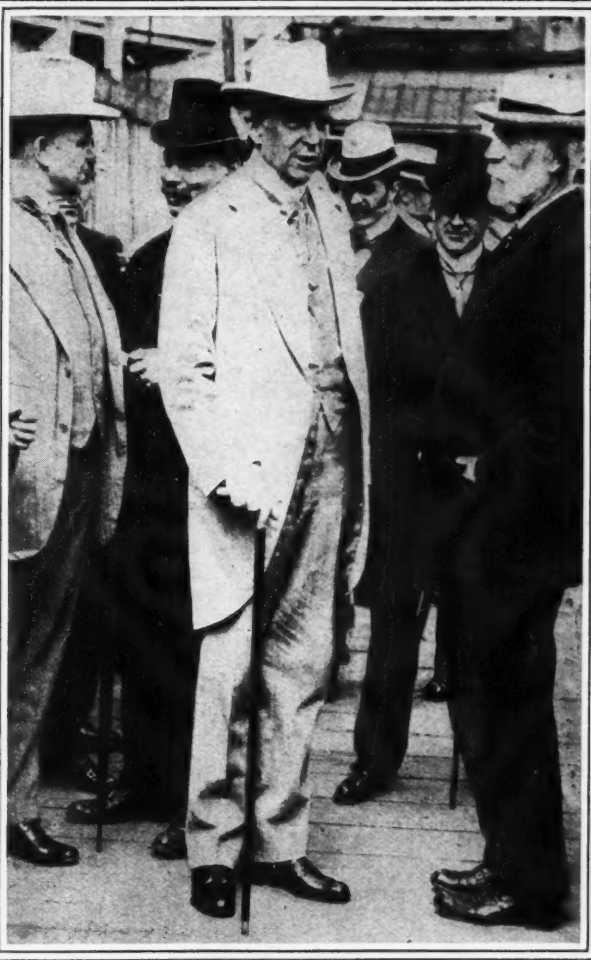
*Position  
of the  
Conservatives*

The opposition, under the leadership of Mr. Robert L. Borden, made much of the annexation bogey and the cry of American dollars. Reciprocity with the United States, said Mr. Borden, in a document issued on the eve of the campaign, must be rejected, because it "segregates and separates" the provinces, tempting those of the prairie region (Manitoba, Saskatchewan, and Alberta) to forget their vital connection with the East and to look to American markets for their agricultural products and for their supplies of manufactured goods. It would make Canada "a commercial appanage of the United States, and in adopting it the Dominion would virtually surrender the control of her destinies."

*Some  
Campaign  
Amenities*

There was much bitterness in the press. President

Taft, who is regarded by most Canadians as the father of the reciprocity measure, Mr. James J. Hill, whose railroads compete at many points with Canadian systems and would be supposed to benefit by a lowering of the tariff between the two countries, and Mr. W. R. Hearst, whose various newspapers, with their editions in Canada, have been "booming" reciprocity, and at the same time chronicling the indiscreet utterances regarding annexation, made at different times by various American public men, were personalities scarcely less prominent in the campaign than the Premier and the Opposition leader themselves. The opponents of reciprocity tried to make that policy appear as disloyalty to Britain. The Liberal press, however, had



*From the Montreal Daily Star.*

SIR WILFRID LAURIER IN THE HEAT OF THE CANADIAN CAMPAIGN

been bidding Mr. Borden "go to Halifax and tell his own constituents there that free trade in fish is treason." The Opposition leader did not favor the maritime provinces with his presence as much as the Premier, who, having finished the campaign in his own home province of Quebec, went into the enemy's country and told the Blue Noses and the New Brunswickers what reciprocity means. He promised them, moreover, that if he were defeated this time he would quit public life. Appeals to anti-American sentiment by the Conservatives during the campaign were very bitter, and in editorial and cartoon Uncle Sam and "tricky Taft" were represented as sly, vulgar, designing villains, planning Canada's destruction and gloating over

## The Montreal Daily Star.

VOL. XLIII, No. 216.

MONTREAL, MONDAY, SEPTEMBER 11, 1911.

PRICE ONE CENT.

"It is Not What We (the United States) Gain, so Much as It Is What We PREVENT by This Reciprocity Pact That is Important."—James J. Hill, American Railroad Magnate.

Let the Canadian Elector Ask Himself What it is That Reciprocity is Intended to PREVENT.

### NO WAR UNLESS IT IS FORCED UPON GERMANY, REPORT

British Cabinet Minister Alleged to Have Made This Declaration to Correspondent.

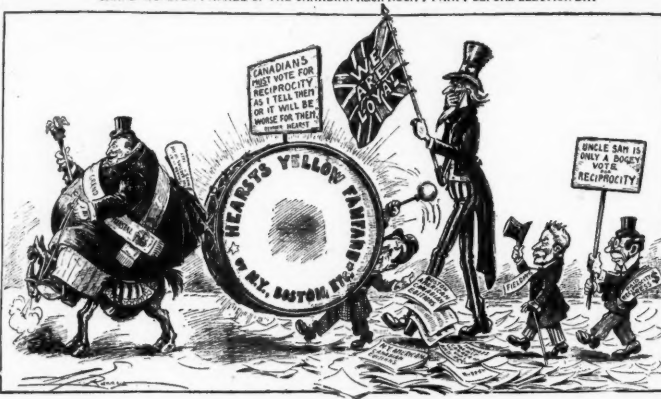
TENSION IS SERIOUS IN PARIS AT PRESENT

England Strengthening Mediterranean Defences—German Demands Grazing.

Scandal to The Montreal Star, Paris, Sept. 11.—According to one version, Germany demands a Congo river by way of the Congo river, the "most-favored-nation" treatment in Morocco, 40 instead of 48 per cent. of all Moroccan public contracts, as specified by the Algeiras treaty, and that France become responsible for the Moroccan Government. It is a foreigner suspicion that France will refuse these demands.

FRENCH UNRESTEADY RUMORS FROM LONDON. (Continued on page 405.)

GRAND MONSTER PARADE OF THE CANADIAN RECIPROCITY PARTY BEFORE ELECTION DAY



AN ANTI-LAURIER NEWSPAPER POSTER USED IN THE CAMPAIGN

### INSANITY DEFENCE IN CASE OF HAYES WHO SHOT GIRL

Defence Will Attempt to Show That Man Was Not in His Right Mind at the Time.

MRS. WALKER NOW OUT OF IMMINENT DANGER

Defective, Who Arrested Hayes, Tells of Alleged Statements.

In the trial of the man who shot the girl, the defence will attempt to show that the man was not in his right mind at the time. The man, who is now in the hospital, is the only one who has been arrested in the case. The man, who is now in the hospital, is the only one who has been arrested in the case. The man, who is now in the hospital, is the only one who has been arrested in the case.

it. To add to the general entertainment, no less a chauvinistic British Imperialist than Rudyard Kipling himself thought it necessary to send a letter to a Montreal newspaper, warning the Dominion that only at their peril can 9,000,000 Canadians maintain reciprocal

trade arrangements with 90,000,000 Americans. The Imperialist poet-author can see nothing in reciprocity for Canada "except a little ready money, which she does not need, and a very long repentance." In an amusing reply, Premier Arthur Sifton, of Alberta, inquired whether Mr. Kipling would have a bill of attainder drawn up against the Grand Trunk Railroad because it runs lines into the United States.



HE'S NO FOOL. A LIBERAL CARTOON

THE WORKINGMAN: "Look here, Mr. Borden, I am willing to listen to reason, but you must know I'm not a child to be scared away from a chance to get cheaper food by that sort of a bogey."

From the Herald (Montreal)

### Strength of the Parties

The Dominion Parliament, it will be remembered, was dissolved on May 19, nominations were made on September 15, and the pollings took place on September 21. When Parliament was dissolved, the Liberal members of the House numbered 130 and the Conservatives 88. The three remaining seats out of a total of 221 were held by one Laborite, one Nationalist, and one Independent, who generally voted with the Liberals, who, therefore, had a majority of 42 over the combined opposition. The representation was distributed as follows: British Columbia, 7; Yukon, 1; Saskatchewan, 10; Alberta, 7; Manitoba, 10; Ontario, 86; Quebec, 65; New Brunswick, 13; Nova Scotia, 18; Prince Edward Island, 4; Total, 221. The general election was not a mere referendum on reciprocity. The conservatives charged the party in power with "graft" and broken promises, and with deferring electoral reapportionment. Mr. Henri Bourassa, the brilliant Nationalist of Quebec,

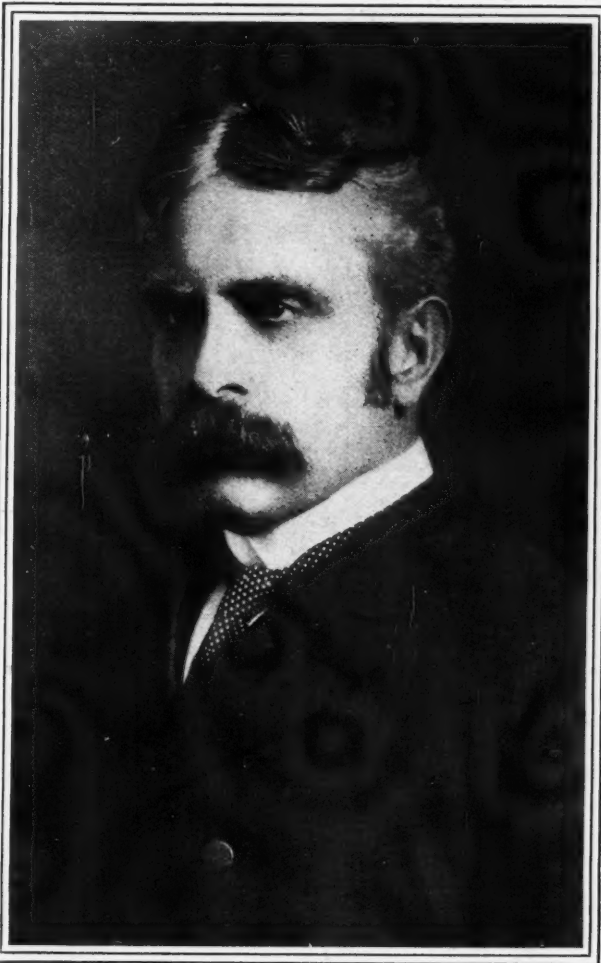
made a vigorous campaign on the navy issue, which he calls ultra-imperialism, and his efforts probably resulted in decreasing the Liberal vote.

*Preparing for  
the Election  
in Mexico*

It was rumored, during early September, that the United States Government, speaking for several European powers as well as for itself, had urged the Mexican Government to postpone the presidential elections, set for the first day of the present month. This, it was further alleged, was with the object of bringing about a more settled state of affairs in the country, and ultimately the choice of Provisional President de la Barra as the nation's head. Nothing, of course, could have been further from the intention of our State Department than to interfere in Mexico's domestic affairs. The protection of American citizens, their property, and their rights as individuals, has been the only concern of this government, and no doubt, by this time, the bulk of the Mexican people realize that fact. As yet no official action has been taken with regard to the claims of American citizens against the Mexican Government for damages incurred during the insurrection. A Domestic Commission, similar in purpose to the United States Court of Claims, has already been appointed by Mexico to consider this subject.

*Candidates  
and  
Platforms*

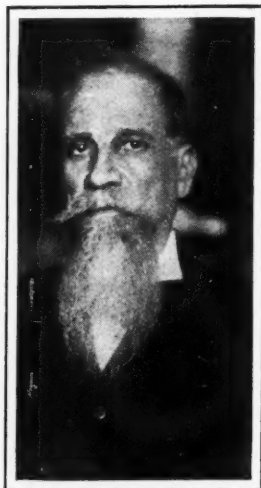
The weeks preceding the election had been marked by considerable disorder at many different points. This was due, however, as we have already remarked in these pages, more to the painful process of reconstruction now going on, than to any serious dissatisfaction with the new régime which is slowly assuming sway over the entire republic. Mexico is really becoming pacified. Trade and commerce are reviving, and the efficiency of governmental administration has already been greater than ever under President Diaz, in many places. The principal



HON. ROBERT L. BORDEN, THE NEXT PREMIER OF CANADA,  
CHIEF OF THE ANTI-RECIPROCITY FORCES

candidates for the presidency, Señor Francisco Madero, Jr., and General Bernardo Reyes, were nominated in conventions, which, though slightly marred by disorder among the delegates, were at least fairly representative of the people's will. The platform of the so-called Progressives, who nominated Madero, called for the fulfillment of all ante-election promises; the enactment of a law against reelection; and the revision of all legislation that concerns the methods of elections. It promised, further, a revision of the tax system; favored the development of public resources; promised to combat all monopolies and special privileges, to reform the judicial and legal systems of the country, to advance education; and generally to improve the con-



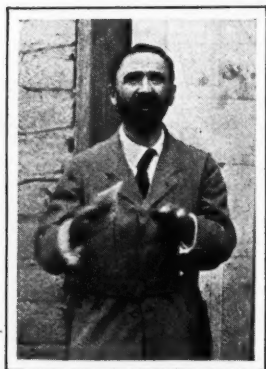


GENERAL BERNARDO REYES, A  
PRESIDENTIAL CANDIDATE  
IN MEXICO

seemed likely late last month that the date of the election might be postponed beyond the day originally set.

*Portugal's  
First Regular  
President*

The new constitution of Portugal, as drawn up by the first Parliament, went into effect on August 25. Immediately upon its proclamation the entire provisional government, headed by President Theophile Braga, which assumed power at the time of the overthrow of the monarchy just one year ago this month, retired from office. The National Assembly



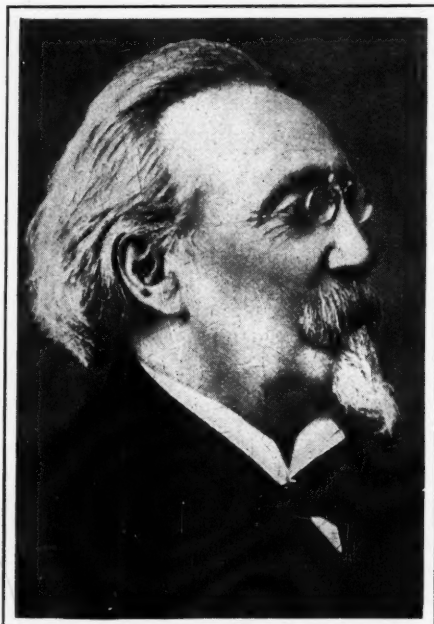
FRANCISCO MADERO, A PRESIDENTIAL  
CANDIDATE IN MEXICO

Dr. Arriaga is in his seventieth year. He is a native of the Azores, a Doctor of Laws of the University of Coimbra, and a brilliant journalist and orator. He announces that he has

no program other than "the most earnest of working men. The Reyist of the government,"—a task obviously very difficult, if not impossible of accomplishment. The Cabinet has declared that it will pursue a moderate policy, and will endeavor to revise the Church separation law so that none of the ecclesiastical property or revenues will be confiscated. A number of efforts to revive the monarchy, during recent weeks, have been traced to activities of the supporters of ex-King Manoel. The republic, however, appears to be firmly in the saddle.

*End of the  
British  
Strike*

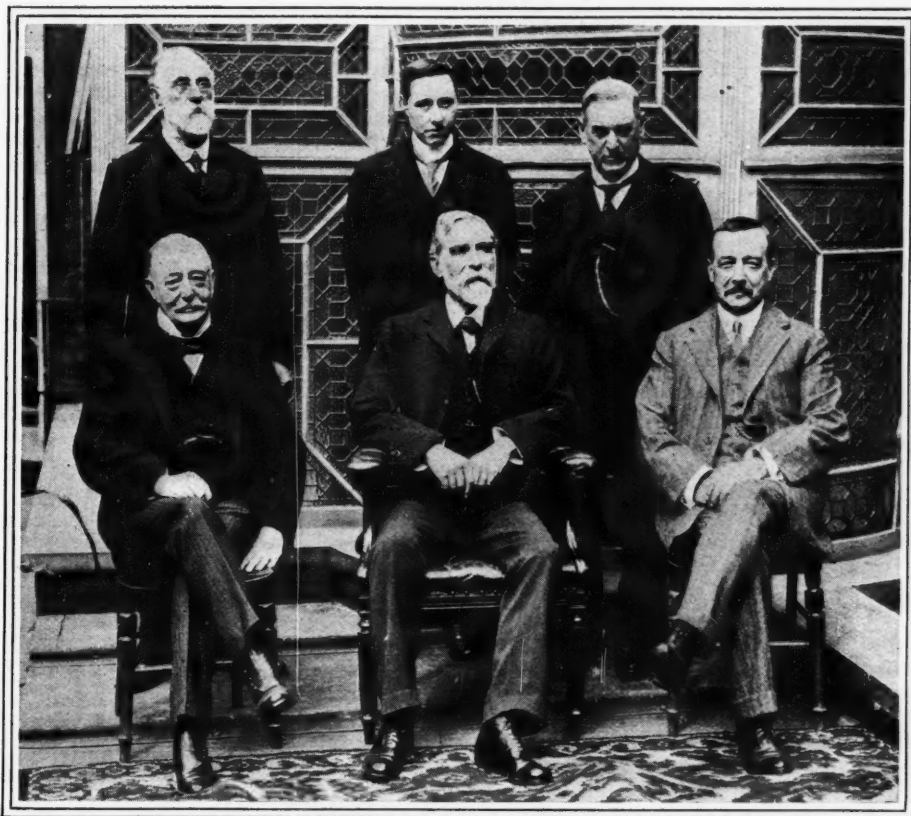
With the agreement of the men to abide by the decision of the Commission which the British government appointed, late in August, the great strike in the British Isles terminated. The men returned to their work pending a



DR. MANOEL ARRIAGA, THE FIRST CONSTITUTIONAL  
PRESIDENT OF PORTUGAL, ELECTED LAST MONTH

thorough investigation by the Commission. There was some disorder at various points in England during the last hours the men were out, and destructive riots at two or three points in Wales, chiefly directed against the businesses conducted by Hebrews. There is apparently complete satisfaction on the part of both companies and men as to the personnel and experience of the Commissioners. These "pacificators," whose portraits we





BRITISH RAILWAY STRIKE COMMISSION

(Railway Commission appointed by the British Government to inquire into the working of the railroads conciliation and arbitration agreement, as the outcome of the recent strike. Front row sitting: Sir Thomas Ratcliffe Ellis, Sir David Harrel, K.C.V.O. (Chairman), Mr. Arthur Henderson, M.P. Back row: Mr. John Burnett, Sir Charles G. Beale (Board of Trade), Mr. J. J. Wills, Secretary.

show on this page are: Sir Thomas Ratcliffe Ellis, Secretary of the Mine Owners' Association, and Sir Charles G. Beale, Vice Chancellor of the University of Birmingham, for the companies; and Mr. Arthur Henderson, Labor member of Parliament, and Mr. John Burnett, chief Labor correspondent of the Board of Trade, for the men. The Chairman of the Commission is Sir David Harrel, formerly under Secretary for Ireland. These gentlemen are authorized in their corporate capacity to "investigate the workings of the conciliation and arbitration agreement of 1907, and report what changes, if any, are desirable, with a view to a prompt and satisfactory settlement of differences." The railroad companies, according to the terms of the settlement, agreed to reinstate the strikers "without prejudice." In some cases, however, the men complained that their places had

been filled by others. The strikers in general claim a victory because they have won official recognition, and the leaders call upon all the men to accept the agreement loyally. The loss to the railroad in the two days' strike is estimated at \$2,500,000.

*Bitter  
Feeling  
Left*

When the announcement of the names of the Commission was made in Parliament, Hon. Ramsay MacDonald, Chairman of the Parliamentary Labor Committee, assured the Commons that if the spirit shown on both sides during the preliminary negotiations should prevail in future relations, the country, he firmly believed, had heard the last of railway strikes for a generation. He, however, bitterly denounced Home Secretary Churchill for his "reckless display of military force." Most Englishmen, whether regarding the sub-

ject from the standpoint of capital or of labor—at least so we gather from the newspaper reports,—approve the government's method of settlement. Among employers of labor, however, there is a feeling of insecurity, since they regard the crisis as having been precipitated by the men's faithlessness to their agreement made four years ago. It seems likely that the course of the government in suppressing disorder by the use of the military will alienate the members of the Labor party in Parliament, to a certain extent, from the present administration with which they have heretofore generally worked in harmony. A strike on the Irish railways caused by some insignificant, personal grievance on the part of two station porters in Dublin, threatened, for a few days last month, to again involve the entire United Kingdom in a general tie-up of industries. The south and west of Ireland were, indeed, practically isolated from the rest of the Kingdom for a few days.

Agreeing  
About  
Morocco

The basis of an agreement in the dispute over Morocco was reached by France and Germany last month. The various points discussed and determined upon in the long series of "conversations," which extended over more than three months, however, were not made public. From semi-official sources, however, principally avowedly inspired articles in the *Temps*, of Paris, and the *Lokel Anzeiger*, of Berlin, it is evident that the broad lines of settlement are somewhat as follows: The French proposals state that the republic desires a free and untrammelled hand in Morocco, that she insists upon this freedom being secured by a treaty which shall have the plain and unmistakable assent of Germany and the rest of the nations which signed the Convention of Algeciras. For this freedom from any political interference in Morocco on the part of Germany, France is willing, in her own interest, to pay the price in Congo territory. Germany, says one of the inspired communications already referred to, cannot concede to France a protectorate over Morocco, for the Moorish Empire is an "independent country"; but she will acknowledge France's sole right to act as the mandatory of the powers as expressed in the treaty of Algeciras. She will also agree not to interfere with anything France may do in Morocco on condition that the corresponding "political obligations" are assumed by her, including the protectorate of life and property of German subjects, "thus putting an end to the anomalous situation under which the French authorities have here-

tofore sheltered themselves behind the native régime when German rights were infringed."

What  
was the  
Bargain?

All sorts of guesses have been made as to the exact amount and character of the "compensations" in Central Africa, which the French are willing to make to Germany, but, up to the middle of last month nothing was accurately known by the rest of the world. The exchanges of a number of definite, detailed proposals were made between the two capitals during late August and all the month of September, official couriers carrying drafts of the "notes" between Berlin and Paris to prevent any possible leakage to the press. On September 20, the German Foreign Office permitted the following official statement to get out for publication:

Germany pursues in Morocco no separate advantages for herself, but her proposals to the French have for their object to create guarantees that the "open door" and the equal opportunities for all nations be lastingly secured, not only on paper, but *de facto*. The French answer, in essential points, takes due account of these German endeavors. As regards some further points, the views of the two governments approach each other so far that, with some good will on both sides, an agreement can be counted upon. A few points, regarding which differences of view still exist, may necessitate some more protracted negotiations, but in this regard, also, it is hoped that the difficulties will be overcome, and an agreement arrived at.

On the same day it was announced by the *Frankfurter Zeitung* that an agreement had been reached on all points except minor ones, and that the program assures Germany's economic rights in Morocco. The new agreement, whatever its terms, ought to be sanctioned by other Powers in order to avoid all possibility of misunderstanding, and it is understood that France makes this suggestion in her proposals.

Rumors  
of  
War

The protracted character of the negotiations was responsible for much talk of ultimatums and war in the press of Europe and even this country. There were comparisons made of the war strength of France and Germany, and learned discussions of the realignment of all the great powers of Europe in case of a conflict between these two nations. The governments of both Holland and Belgium have "thought it wise" to strengthen their military forces on the French and German borders. The stock markets in London, Paris, and Berlin, which are always very closely and delicately articulated, were alternately depressed and elated last month as the speculation concerning the

progress of the negotiations went on in the press. A great deal of French money was withdrawn from Germany. Many of the Paris banks recalled their credits from German financial institutions, and it was reported that this caused considerable embarrassment to German business interests and resulted in pressure being brought upon the German Foreign Office at Berlin to be less exacting in its demands. Both governments took stock of their military and naval forces, and spectacular reviews of their ships of war were held by both Germany and France during early September. Army maneuvers were held in both countries, and there was also talk about the power of rapid mobilization in the German army, as well as the line of enormously strong fortresses which the French have erected to defend their eastern border. It is generally believed by those who are well informed on the international relations of Europe that the course of the French Government has been consistently and loyally supported during the negotiations by the British and Russian foreign offices. Germany, on the other hand, has undoubtedly had the frank and undeviating adherence of Austria and the covert sympathy of Spain.

Popular  
Feeling in  
Both Countries

While there has been no section of the French people which has failed in loyal support of the republic's course, there has been considerable criticism in Germany of the rather high-handed manner in which Baron von Kiderlen-



THE FRENCH WORKMAN HAS SOMETHING TO  
SAY ABOUT WAR

MEMBER OF THE FRENCH TRADES UNIONS: "Hold on there. Mr. Mars! Don't you venture to cross the Rhine. There won't be any war. I have a voice in the matter"

From Mucha (Warsaw)



MULAI HAFID, SULTAN OF MOROCCO  
(The only ruler not consulted as to the fate of  
the Moorish empire)

Waechter has attempted to coerce France. The German Socialists have expressed themselves as loyal citizens and ready to fight if the necessity arose. Nevertheless their leaders, notably Herr Bebel, have openly criticized the Foreign Minister for going so far in the negotiations that at one time any concession did not seem to be possible without injury to the prestige of the fatherland. Several monster mass meetings of Socialists took place in Berlin last month. The one held in Treptow Park was the largest open air gathering ever assembled in the German capital. More than 100,000 men and women, representing Greater Berlin's organized labor, attended the meeting to protest against the war propaganda of the jingoistic Pan-German society. At each of the ten platforms from which Socialist deputies to the Reichstag, or Socialist candidates for the next session of Germany's Parliament spoke, a resolution was passed condemning incitement to war. In answer to the demand on a huge banner suddenly raised, labelled: "Hands Up For Peace," it estimated that everyone present responded. At the same time as the *Vorwärts*, the organ of the Socialist-Democrats of Germany, was displaying the headlines: "Morocco is not worth the bones of a single German workman!" and "Long live solidarity with our English and French brothers!" French radical journals were repeating similar sentiments, and while patriotic in tone, declaring themselves as unalterably opposed to war.

Some  
Arguments on  
Both Sides

The French naturally resent the German contention that they must "compensate" Germany for something that they have already won at great sacrifices and in which the Germans have but a small stake; that they should be forced to give hostages lest they are not acting properly in securing what they have already won. They characterize as brutal the German method of sending a warship into a port in the French sphere of influence, and then demanding payment for leaving. It is difficult for French and English statesmen and journals to understand how France's course in Morocco, which the Germans have been characterizing as robbery and oppression of an independent sovereign, can become right and proper when German objections are bought off by land in the Congo. That this point of view is shared by at least some men in Germany is evident from the fact that Maximilian Harden, the courageous editor of the *Zukunft*, has recently, in his magazine, openly called upon Herr von Kiderlen-Waechter to "cease posing as the champion of the oppressed Moors," to forget the solemn, diplomatic phraseology of the "Open Door and equal commercial opportunity" and to frankly appeal to the 5,000,000 bayonets behind him. There has never been any serious doubt of France's ability and willingness to protect Germany's commercial interests in Morocco, and it is difficult for the rest of the world to see in the sabre-rattling attitude of the German Foreign Office in this Moroccan business anything more than one more illustration of the cynical European doctrine that "might makes right." The negotiations were conducted on the German side by the Foreign Minister, Baron von Kiderlen-Waechter, with "frequent editing," as the *Norddeutsche Allgemeine Zeitung* puts it, by the Kaiser, and on the French side by Ambassador Jules Cambon at Berlin, with official instructions from Foreign Minister de Selves at Paris, but, as we remark on another page, at the inspiration and instigation of the dominant figure of the French Cabinet, M. Theophile Delcassé, Minister of Marine, and real Premier of the administration.

Storm, Flood  
and Fieri  
Lava

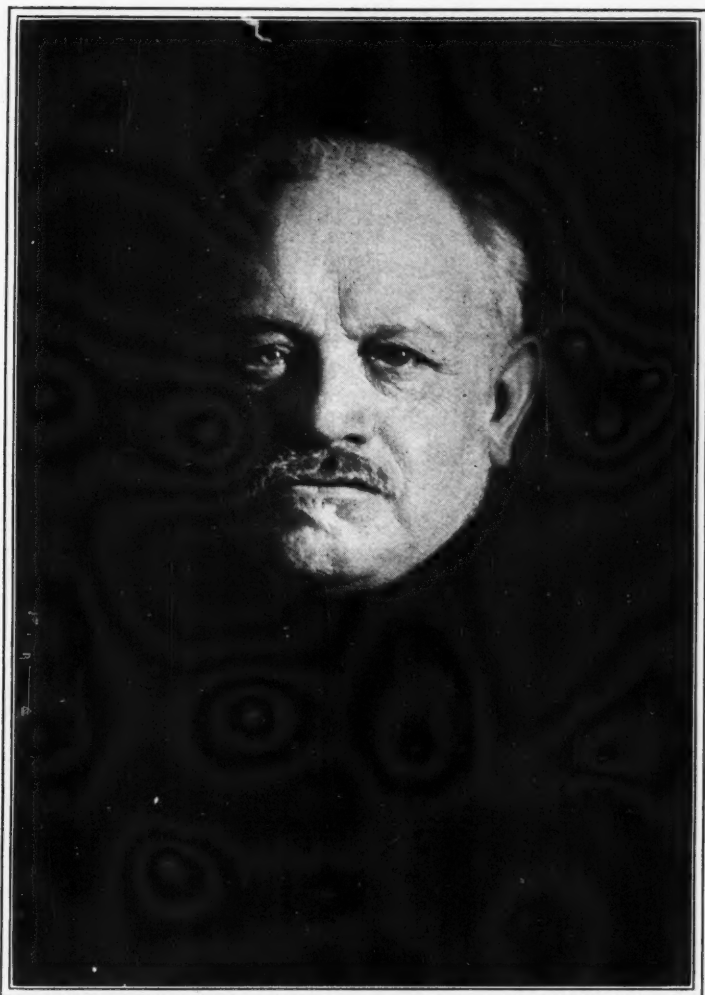
Vast convulsions of nature and social and economic disturbances on a large scale, involving great human suffering and destitution were reported from different parts of the globe last month. Late in August, the city and harbor of Charleston, S. C., were the storm center of a hurricane that swept the entire Atlantic

coast. Fifteen lives were lost and more than one million dollars' worth of property was destroyed. A large proportion of the famous Sea Island cotton crop was destroyed. But vaster catastrophes shook the old world. Heartrending reports of fearful mortality and ruin of crops and rapidly spreading famine conditions have come from several provinces of China, which it appears periodically suffer from the overflow of the Yangtse River. Appeals have been made to Europe and America for relief. The cause of the periodical Chinese flood and the consequent ruin of crops and famine appears to be not only lack of any system of regulating the Yellow River, but the vast scheme of corrupt speculation in grain which is a feature of Chinese business and politics. Southern Italy has been panic-stricken by the fear of a cholera epidemic. Although the authorities now have the disease well in hand, during the week beginning August 20, the official records show that there were more than 1600 cases, with 593 deaths. Some disorder, with attacks upon hospitals in Naples, and some of the smaller towns have hindered the government's work in stamping out the plague. At the same time a violent eruption of Mt. Etna destroyed a good deal of property and forced the inhabitants of the surrounding country to the number of more than 40,000 to flee from their homes.

Hunger,  
Strikes and  
Riots

No sooner had the strike on the British transportation lines ceased,—just in time to avoid a real shortage of provisions in England,—than several rural districts in France became worked up over the increased cost of food used by the poorer classes, and radical agitators took advantage of this to engineer demonstrations against the food ships and the residences of the wealthier residents in Paris and other cities. In the northern departments of the republic violence in more than fifty towns was reported by the middle of last month. Parades, consisting largely of women, bearing banners such as: "Butter at a Price That We Can Pay or Revolution," "Meat, not Morocco," and others, marched through the streets. The General Confederation of Labor took up the agitation, and the Ministry has devoted several entire sessions to considering what could be done to appease the populace. In Vienna, on September 17, severe riots took place. These, it was reported, were at the instigation of the Social Democrats against the high cost of living, and resulted in many encounters between the police and the mob. Poor crops have been the rule this





AMBASSADOR JULES CAMBON, WHO CONDUCTED THE FRENCH NEGOTIATIONS OVER MOROCCO WITH THE GERMAN FOREIGN MINISTER

summer in many parts of Europe, and food prices, especially that of bread, have moved up sharply in consequence. Among the seditious cries noted during the Vienna demonstration was the oft-repeated one of "Hurrah for Portugal!" It was explained that, in the minds of the populace, the republican form of government is sure to bring better living conditions for the masses. Therefore, the Portuguese have demonstrated much economic wisdom, of which "Austrians are not capable." On September 19, martial law was proclaimed in the Austrian capital, for the first time since the revolution of 1849. With the military in charge, and the government taking active measures to, at least temporarily, reduce the tariff on imported meat and other food stuffs, the situation quieted down.

*Spain  
Again in  
Trouble*

The strikes and violence in Spain, in the early part of September, had become so formidable by the 19th, that a decree was issued "suspending the constitutional guarantees throughout the Kingdom." This is the Spanish official method of proclaiming martial law. Beginning with the strike of the iron workers in the mining districts around Bilbao, riotous demonstrations soon spread throughout the country. The radical elements, including the Anarchists and extreme Republicans, sup-

ported the strikers, their efforts being directed toward bringing about a general strike to tie up the business of the entire country. Indeed, the affiliated Spanish trades unions had decided, on September 19, to call such a general strike. The situation was worst in the Province of Valencia, and in that section a great deal of damage was done to property and some lives were lost. Premier Canalejas announced that the government had in its possession details of a revolutionary plot, which included a plan to assassinate Captain-General Weyler of Catalonia. Anti-monarchical sentiments are growing in Spain despite the praiseworthy and persevering efforts of the popular young King Alfonso to make the present form of government appeal to the people. Even the young monarch himself is said to be secretly pro-Republican. He is reported to have remarked in a recent interview with one of the Republican leaders:

I am monarchical because I was born a King. Had it been otherwise, nobody knows what my opinions might have been. Who knows but that we shall soon all be republicans? The atmosphere in Spain is throbbing with intrigue and revolution. There are secret meetings, wild confiscations by the police, mysterious arrests, and hurried movements of troops. From this condition of affairs there is no relief in sight.

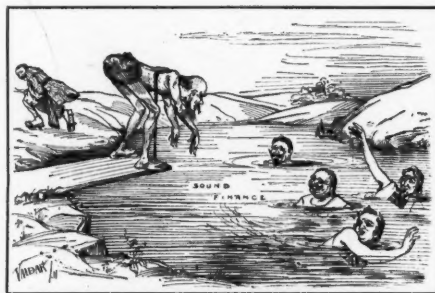
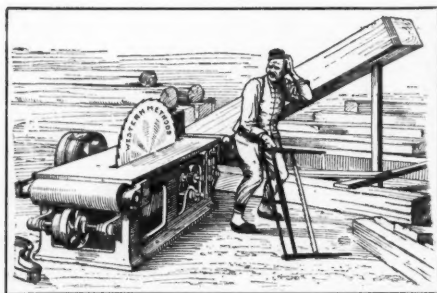
Russia's  
Premier Shot  
Down

The attack by an assassin on Premier Stolypin of Russia, on September 14, at Kiev, and his death four days later, is likely to exert an important influence on the revolutionary movement which has been proceeding slowly but steadily for almost a decade in the empire of the Czar. Stolypin had been Premier since July, 1906. During that time he ruled Russia with a strong hand, never permitting any of his projects to be blocked by any action of

the Duma, and often completely ignoring, or roughly brushing aside the opposition of this pseudo-Parliament. Ever since the initial force of the revolutionary movement began to wane, about five or six years ago, and Stolypin came into public view as Governor of the Province of Saratov, he has been an object of hatred to all the revolutionists and the despair of the Liberal element. His prosecutions of the radicals were so vigorous, and even violent soon after his advent to the Premiership, that "Stolypin's Necktie" soon became the synonym for the hangman's noose all over Russia. On another page this month, we have more to say about the late Premier's personality and the results of his work during the five years he was at the head of the government in St. Petersburg.

Was It a  
Plot?

Stolypin took the helm of state during the confusion following the overthrow of the first Duma, and since then there have been many intrigues against him and several attempts on his life. In August, 1906, a desperate plot and wholesale murder intending to include the Premier among its victims, was carried out at his country house near St. Petersburg, by the explosion of a bomb. The Premier was slightly hurt and his daughter and one of his cabinet ministers seriously wounded, while a provincial governor and two of the assassins themselves were killed. The present attempt on his life was made during a gala performance at the opera in Kiev, and in the presence of the Czar. Some of the "true Russian" papers have been insisting that the assassin, a lawyer named Dmitry Bogroff, is a Jew. Consequently the occurrence is expected to be followed by a revival of pogroms against the unfortunate Hebrews all over the empire.

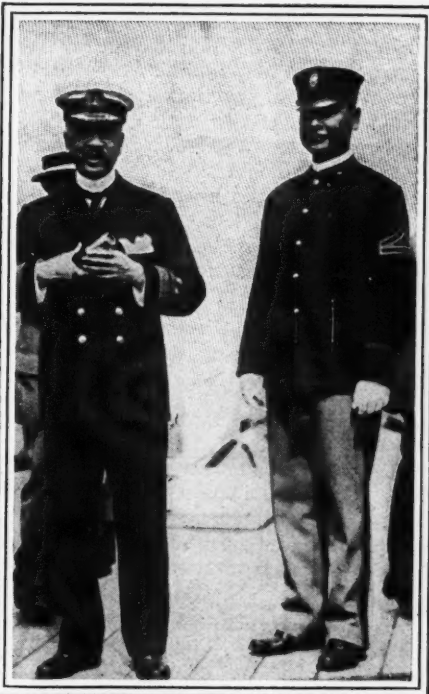


#### WILL CHINA SUCCEED IN MODERNIZING HERSELF?

(The Chinese native journals and the periodicals published in English in the Empire, are full of articles and cartoons pointing out the necessity for the adoption of modern methods by the Chinese Government. The two we reproduce above, both from the *National Review*, published in English in Shanghai, set forth this "campaign." The first shows the Chinese workman hesitating between ancient and modern industrial methods. The second represents Uncle Sam, John Bull, Germany and France urging Old China to take the plunge into the "Pool of Sound Finance," because the water is fine)

*The Revolt  
in Sze-Chuen,  
China*

A revolt of very serious proportions broke out in the Province of Sze-Chuen, China, late in August. By the middle of last month this had spread so widely and resulted in such destruction of property and menace to life that the government at Peking had begun to regard it as a real revolution, and the foreign powers were contemplating the despatch of warships to protect their nationals and missionaries. Sze-Chuen is one of the most densely populated of the Chinese provinces, containing, according to the most reliable census reports, more than 70,000,000 people. It covers a large area of mountainous and plain country rich in mineral and agricultural wealth. Its people are industrious, but, owing to the lack of transportation facilities, they apparently have little in common with the rest of the Empire. Reactionary influences in the province are endeavoring to check the plans of the central government for development and progress, particularly to prevent the construction of railroads to bring the larger towns into communication with the capital. The spirit of unrest is abroad in China, and the political



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REAR ADMIRAL CHING PIH KWONG

(The Chinese naval commander who brought over the cruiser *Hai Chi* last month, the first Chinese warship to visit American waters)



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ADMIRAL TOGO AT WEST POINT

(Major General Thomas H. Barry escorting the famous Japanese sea fighter to the review of Uncle Sam's crack soldier boys, held in his honor)

oppressions of the Manchu rulers are made more burdensome by the natural calamities of flood and famine to which we have already referred. Many keen observers of Chinese conditions are predicting that the present uprising will be the precursor of an empire-wide revolution that will drive the Manchus from the Celestial throne. Reports received in London from missionary sources late last month, indicated that the entire Province of Sze-Chuen was in revolt.

*Government  
vs.  
Populace*

It is a convincing illustration of the difference between the workings of the Chinese mind and the mentality of the West that this revolution, if revolution it be, now going on in China, is not an attempt of the people to secure new liberties from a government that seeks to deny them and to preserve the existing state of affairs. Such has been the character of almost every revolution recorded in the history of the West. In China, however, "the people" are always the fierce and obstinate conservatives, resenting any effort to make them depart from their ancient ways. The

rulers of the empire now realize the inadequacy of their civilization to meet the conditions of modern life, but the masses still believe in their own superiority to all "foreign devils." More people would be involved in a real revolution in China, with greater and more serious consequences to the rest of mankind, probably, than a war between France and Germany. These European nations, however, are separated from us by only 3000 miles of the earth's surface. China is 10,000 miles and 3000 years away from us. Therefore, our lack of concern in her titanic struggles with nature and her political and economic problems.

*Reorganizing the Navy*

The final scheme for the reorganization of the Chinese navy covers a period of seven years. It includes the establishment of two naval training colleges, a school of gunnery, and one of naval construction; a thorough reorganization of the personnel of the service, and the building of eight first-class battleships, twenty fast cruisers, ten auxiliary ships, and torpedo boat destroyers sufficient to make up three properly organized fleets. Significant and impressive evidences of the up-to-date military and naval equipment of the Orient has been furnished, during the past few weeks, to the American people, by the visit to this country of the famous Admiral Togo, Japan's victorious sea-fighter during the war with Russia, and of the Chinese cruiser *Hai Chi*, the first Chinese warship to come into American waters. Admiral Togo's visit has already been recorded and commented upon in these pages. Rear Admiral Ching Pih Kwong and his alert, intelligent Jack Tars made an excellent impression upon American naval men and upon the public of the cities he visited last month. We reproduce on the preceding pages snapshots of these two Oriental sailormen.

*Change of Cabinet in Japan*

Another cabinet change has been brought about in Japan, owing to the inability of Count Katsura to keep promises made to the country that taxes should not be increased to meet the financial obligations of the empire at home and abroad. Count Katsura resigned on August 25. Early last month the Emperor summoned Marquis Saionji to form a new cabinet. The new ministers who are likely to be interesting figures in the conduct of Japan's foreign relations during the next few months are Count Hayashi, who temporarily takes the portfolio of Foreign Affairs, Dr. Yamamoto, former Governor of the Bank of Japan, who will be Minister of

Finance, and Viscount Uchida, up to last month Japanese Ambassador at Washington, who will, within the next few weeks, be formally installed as Foreign Minister. Marquis Saionji is the leader of the Constitutionalist party, and was Premier from 1906-8. It is not likely that his administration will bring about any change in the general policy of the government. He is in sympathy with the ideas of his predecessor, and is, moreover, no more able than Count Katsura to prevent the steady increase of taxes, which is the price the Japanese people are paying for their assumption of the rôle of a great world power.

*Utilizing the Carnegie Peace Fund*

The chief work of the Berne International Peace Conference, held early in August in the Swiss capital, was the formulation of a program to carry out funds recently made available by the Carnegie Endowment for International Peace. This conference, in which all the great powers of the world took part, appointed three commissions to draft questions and problems to be dealt with under the provisions of this endowment fund. The first commission considered "the economic and historical causes and effects of war," the second "armaments in time of peace," and the third "the unifying influences in international life." The suggestions contained in the reports of these three commissions were considered and approved by the entire conference. Commission No. 1 recommended researches into the causes of wars in modern times, dividing these minutely into details and considering among others the following: conflicts of economic interests (tariffs and international loans and investments); the anti-militarist movement (from political and religious standpoints); the position of organized labor and the Socialists; the influence of women and woman suffrage; the effects of war (financially and economically as affecting food supplies and influencing national energy); loss of human life (with its effect on population, birth rate and sanitary conditions). The report of Commission No. 2 considered the causes of armaments and discussed historically and economically the rivalry in competition in the armed strength of the nations. The report of Commission No. 3 expressed the opinion that "the economic life of individual countries has definitely ceased to be self-contained and that, notwithstanding the barriers raised by fiscal duties, it is becoming in ever-increasing measure a part of an economic life in which the whole world participates."



# RECORD OF CURRENT EVENTS

(From August 21 to September 20, 1911)

## PROCEEDINGS IN CONGRESS

August 21.—The House adopts the Senate amendments to the Cotton bill.

August 22.—The House receives the President's veto of the Cotton bill. . . . The special session of the Sixty-Second Congress, called by the President to consider the Canadian Reciprocity agreements, adjourns *sine die*.

## POLITICS AND GOVERNMENT—AMERICAN

August 21.—President Taft signs the joint resolution of Congress admitting Arizona and New Mexico to statehood, under certain prescribed conditions. . . . Colonel Roosevelt announces that under no circumstances will he consent to the use of his name for the Presidential nomination of 1912. . . . Secretary Wilson, of the Department of Agriculture, testifies before the House committee investigating the charges against Dr. Wiley. . . . The first public hearing on the proposed new charter for New York City is held.

August 22.—President Taft vetoes the Cotton bill, alleging that it was hastily drawn.

August 23.—Speaking before the national encampment of the Grand Army of the Republic, President Taft discusses the proposed arbitration treaties with Great Britain and France. . . . The army estimates for 1912 call for an expenditure of \$94,210,400.

August 24.—The President begins his vacation at Beverly, Mass.

August 25.—Postmaster-General Hitchcock announces that he is in favor of a parcels post, to be tried out in the rural districts.

August 26.—The first election under the new primary law in Maryland results in the selection of Arthur P. Gorman as the Democratic nominee for Governor.

August 28.—The Postmaster-General rules that no stamps other than postage stamps can be used on the face of envelopes.

August 29.—The city of Paterson, N. J., rejects, by an overwhelming majority, the commission plan of government.

August 30.—New Mexico's first State election is set for November 7.

August 31.—President Taft, speaking before the American Bar Association, at Boston, urges the ratification of the arbitration treaties with France and Great Britain.

September 2.—The voters of Omaha, Neb., declare in favor of the commission form of government.

September 5.—Senator Cummins, of Iowa, issues a statement setting forth his reasons why President Taft should not be renominated.

September 7.—In the Virginia primary, Thomas S. Martin (Dem.) is reelected to the United States Senate, and Claude A. Swanson (Dem.) is chosen to serve for the unexpired term of the late Senator Daniel. . . . Arthur P. Gorman (Dem.) and Phillips Lee Goldsborough (Rep.) are nominated for Governor of Maryland by the State conventions.

September 9.—Governor Harmon, of Ohio, speaking at Boston, severely criticizes President Taft's vetoes of tariff bills.

September 11.—The prohibitory amendment to the Maine constitution is repealed, at a special election, by a majority of twenty-six votes.

September 12.—The third Conference of Governors begins its sessions at Spring Lake, N. J.

September 13.—Mayor Gaynor states that the proposed new charter for New York City has been thoroughly revised by himself.

September 14.—Twenty-four of the State Governors in session at Spring Lake, N. J., unite in a protest to the United States Supreme Court against the alleged invasion of State rights by federal courts; Messrs. Harmon, Hadley, and Aldrich are named as a committee to present the Governors' case.

September 15.—President Taft starts from his summer home at Beverly, Mass., on a 13,000-mile trip through the West. . . . The charges against Dr. Harvey W. Wiley, Chief Chemist of the Department of Agriculture, are dismissed by the President as unfounded.

September 16.—The Governors of Utah, Idaho, Colorado, Wyoming, and Washington, addressing a woman-suffrage meeting in New York City, tell of the results of women voting in their respective States.

September 18.—President Taft, speaking at Detroit, defends the decisions of the Supreme Court in the Standard Oil and Tobacco Trust cases.

September 19.—Six officials of the United Shoe Machinery Company are indicted by a federal grand jury in Boston, charged with violation of the anti-trust law.

## POLITICS AND GOVERNMENT—FOREIGN

August 21.—Sir J. P. Whitney, Premier of Ontario, expresses his belief that reciprocity with the United States would lead to annexation. . . . A Socialistic mass-meeting in Berlin protests against Germany's policy in the Moroccan controversy.

August 22.—The British Parliament adjourns to October 24. . . . Sir David Harrel is appointed chairman of the royal commission to inquire into the causes of the British railway strike.

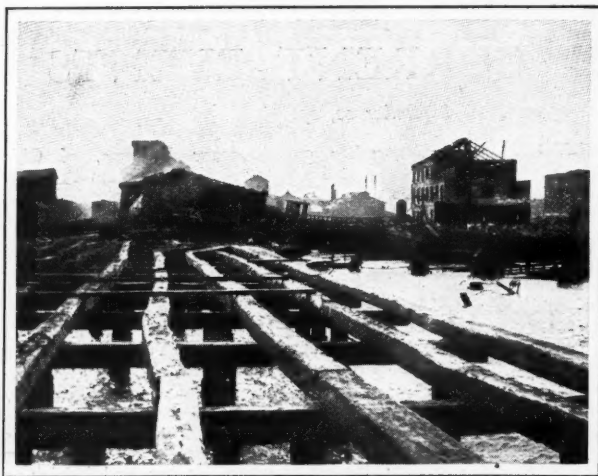
August 24.—Manoel de Arriaga is elected first President of Portugal by the Constituent Assembly. . . . Count Katsura resigns as Premier of Japan. . . . The Czar approves a bill, for submission to the Duma, adding part of Viborg province to that of St. Petersburg,—the first step in the partition of Finland.

August 25.—The French cabinet reaches an agreement on the maximum terms which will be offered to Germany in the Moroccan affair.

August 27.—A revolutionary plot implicating ex-President Davilla is discovered in Honduras.

August 28.—Redmond Barry is appointed Lord Chancellor of Ireland.

August 29.—The first anniversary of the annexation of Korea to Japan is celebrated at Seoul. . . .



SCENE ON THE CHARLESTON WATER-FRONT AFTER THE RECENT HURRICANE AND FLOOD

A new Peruvian ministry is formed by Auguste Ganoza.

August 30.—The National Progressive party in Mexico nominates Francisco I. Madero, Jr., for President. . . . Marquis Saionji succeeds in forming a ministry in Japan; Viscount Uchida, ambassador to the United States, is chosen as Minister of Foreign Affairs.

August 31.—The director of the Louvre is suspended for negligence in connection with the theft of the "Monna Lisa."

September 1.—Gen. Emilio Estrada is inaugurated President of Ecuador.

September 2.—Joao Chagas forms a cabinet in Portugal to succeed the provisional one which resigned on August 28. . . . Steps are taken by the Government to suppress the food riots in the north of France, but it is decided not to lower the tariff on meats and provisions.

September 3.—Gen. Bernardo Reyes, candidate for President of Mexico, is stoned by a mob of Maderists in the capital.

September 4.—President Fallières reviews at Toulon more than fifty war vessels, the most powerful fleet that France ever assembled.

September 5.—More than 100 warships of the German navy are reviewed by the Kaiser at Kiel; the recent completion of three first-class battle-ships is believed to displace the United States as the second naval power.

September 6.—The forces of the deposed Shah Ali Mohammed are severely routed by Persian troops near Teheran.

September 7.—The French cabinet discusses measures to ameliorate the situation caused by the high cost of living. . . . It is announced at Lisbon that 12,000 Portuguese troops are assembled on the northern frontier to guard against a Monarchist invasion. . . . It is reported that the revolution in Ecuador has been effectually checked.

September 11.—The German army maneuvers, the greatest ever held, are begun in Pomerania.

September 12.—The Viceroy of Sze-Chuen province, China, is commanded by imperial edict

to suppress the uprising. . . . It is announced at Washington that Japan will abandon its naval station at Port Arthur, Manchuria, and open it for use of the merchant marine.

September 13.—Premier Laurier states that he has never experienced so dishonest a fight as is being waged by the anti-American faction in the Canadian election.

September 14.—Premier Stolypin, of Russia, is shot and fatally wounded by a Jewish Socialist named Bogroff during a theatrical performance at Kiev. . . . It is believed in Persia that the former Shah has abandoned his attempt to regain the throne.

September 18.—R. L. Borden, the Canadian Opposition leader, expresses his belief that reciprocity with the United States is not a commercial question but one of the destiny of the Dominion.

September 19.—A serious Socialist uprising threatens throughout Spain; a general strike of all labor unions is decided upon, and the country is practically under martial law.

#### INTERNATIONAL RELATIONS

August 28.—The Emperors of Russia and Japan exchange telegrams of felicitation upon the final settlement of all claims growing out of the recent war. . . . It is announced at Colon that the United States has acquired four small islands at the western end of the Panama Canal.

August 29.—More than 500 claims of American citizens against Mexico, for damages during the recent revolution, have been filed with the State Department at Washington.

August 31.—It is stated that France has offered Germany certain portions of the French Congo in exchange for absolute recognition of her rights in Morocco.

September 2.—A statue of Baron von Steuben, presented to Germany by the United States Congress, is unveiled at Potsdam and accepted by the Kaiser.

September 4.—Negotiations between France and Germany over the Moroccan affair are resumed at Berlin.

September 6.—Peruvians and Bolivians are again in conflict on the common border. . . . The Canadian Government seizes an American fishing schooner at Louisburg, C. B., alleging a violation of the treaty of 1818.

September 7.—Unrest in China over the Government's railroad policy causes a serious uprising in Sze-Chuen province, directed mainly against foreigners.

September 10.—The appointment of George Bakhmetiev as Russian ambassador to the United States is announced. . . . France receives Germany's counter proposals for a settlement of the Moroccan dispute.

September 11.—The owners of the American fishing schooner detained at Louisburg, C. B., are fined by the Canadian authorities for a breach of the fishing regulations.

September 13.—France rejects Germany's counter proposals in the Moroccan negotiations.

September 18.—Germany's reply to the latest French proposals concerning Morocco are handed to the French ambassador. . . . Advices from the besieged city of Cheng-tu, China, where the foreigners have assembled, state that they are unmolested and that food is coming into the city.

#### OTHER OCCURRENCES OF THE MONTH

August 21.—Most of the striking British railway employees return to work.

August 22.—"Monna Lisa," Da Vinci's famous painting, is stolen from the Louvre (see page 485).

August 23.—A committee of Southern members of Congress urges cotton growers to hold their product for thirteen cents and asks State banking associations to aid in the fight against speculators.

August 24.—The dock strike at Liverpool comes to an end, and 68,000 men return to work.

August 25.—Landing at Governors Island, Harry N. Atwood completes his aeroplane flight from St. Louis to New York (begun on August 14), establishing a new world's record for distance. . . . Twenty-eight persons lose their lives in the wreck of a Lehigh Valley train which jumped the track on a viaduct near Manchester, N. Y. . . . Judge Harvey M. Trimble, of Illinois, is elected commander-in-chief of the Grand Army of the Republic at the national encampment at Rochester, N. Y. . . . The seventh annual Esperanto Congress, at Antwerp, comes to an end.

August 26.—Andre Jaeger-Schmidt, arriving at Paris, completes a voyage around the world in 39 days, 19 hours, and 43 minutes. . . . A false alarm of fire during a moving-picture performance at Canonsburg, Pa., causes a stampede and the death of twenty-six persons from suffocation. . . . A shell fired from a gun designed for use against air craft reaches an altitude of 18,000 feet at the proving grounds at Indian Head, Md. . . . The Argentine battleship *Rivadavia*, the largest in the world, is launched at Quincy, Mass. . . . A lockout is declared against 60 per cent. of the metal workers at Dresden and Chemnitz. . . . Frost causes considerable damage to wheat in Alberta and Saskatchewan, Canada.

August 27.—A wind storm with a velocity of eighty-five miles an hour strikes Charleston, S. C., causing the loss of fifteen lives and the destruction of property amounting to a million dollars. . . . The Pope receives the Cardinal Archbishop of Rio de Janeiro and bestows the apostolic blessing on the churches of South America.

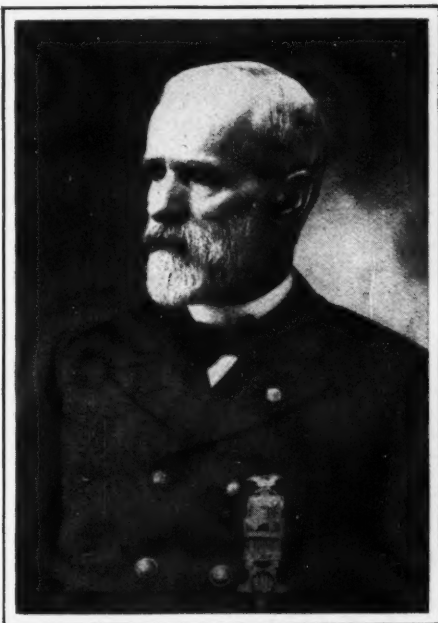
August 29.—Admiral Togo sails for Japan from Seattle.

August 31.—Twenty-five deaths from cholera occur in Constantinople. . . . The month's output of gold from the Transvaal mines amounts to \$14,757,853, a new record.

September 1.—Serious rioting occurs throughout France during demonstrations against the high prices of foodstuffs. . . . Vice-President Kruttschnitt, of the Harriman lines, following a conference at San Francisco, refuses the demands for recognition of the Federation of Shop Employees.

September 3.—Ten thousand persons attend the annual "love feast" of the Camp Meeting Association at Ocean Grove, N. J.

September 4.—Roland G. Garros ascends in an aeroplane at Paramé, France, to a height of 13,943



JUDGE HARVEY M. TRIMBLE, OF ILLINOIS  
(Commander-in-Chief of the Grand Army of the Republic)

feet, a new world's record. . . . The British Trades Union Congress, representing more than a million and a half workers, begins its sessions at Newcastle, England.

September 5.—A company is formed to operate a freight and passenger service from New York to San Francisco, via the Panama Canal. . . . Great floods, affecting more than 700 miles of the Yangtze-Kiang valley, cause the death of several hundred Chinese natives each day. . . . Textile mills in New England employing 55,000 workers are reopened. . . . An unusually long period of rainy weather effectually puts an end to New York City's threatened water famine.

September 8.—M. Helles, a French aviator, flies 776 miles at Etampes, in a little over fourteen hours.

September 9.—Forty persons are injured in the cheaper-food riots at Brest, France. . . . An aerial post service is inaugurated in England between Hendon and Windsor Castle, about twenty miles apart. . . . A \$100,000,000 corporation is formed to take over the trolley lines in California controlled by the Southern Pacific Railroad.

September 11.—Mount Etna is in violent eruption; it is reported that a lava stream 2000 feet wide and four feet deep is pouring down its sides. . . . The cruiser *Hai Chi*, the first Chinese warship to enter the port of New York, drops anchor in the Hudson River. . . . Robert G. Fowler leaves San Francisco in an attempt to fly to New York.

September 13.—James J. Ward, of Chicago, starts from New York City in an attempt to fly in an aeroplane to the Pacific Coast. . . . It is acknowledged by German and French military officers, at the end of their respective maneuvers, that the aeroplane is of incalculable value for purposes of observation.



THE LATE COL. JOHN M. COOK, OF NEW YORK  
(Youngest of the "Fighting McCooks," a noted Ohio family  
in the Civil War. His father, his eight older brothers,  
and five cousins were all officers in the Union  
army, except one lad who as a private  
fell at Bull Run)

September 14.—Refined sugar is quoted at 7¼ cents per pound wholesale in New York City, as compared with 43-5 cents in February last. . . . The eruption of Mount Etna continues, it being estimated that 20,000 persons have been rendered homeless. . . . It is reported from Constantinople that the cholera epidemic has wiped out whole villages.

September 16.—A racing automobile at the State Fair at Syracuse, N. Y., crashes through a fence and causes the death of ten persons.

September 17.—It is reported that the lava flow from Mt. Etna has decreased slightly. . . . C. P. Rodgers, starting from New York, becomes the third entrant in the transcontinental aeroplane race for a \$50,000 prize.

September 18.—Martial law is declared in Vienna following several days' rioting over the high price of foodstuffs. . . . Railway traffic in Ireland is completely tied up by a strike on the three principal systems.

September 20.—The mammoth steamship *Olympic*, with nearly 2000 returning Americans on board, is rammed by the British cruiser *Hawke*, off Southampton; both vessels are considerably damaged.

## OBITUARY

August 21.—Gamaliel Bradford, the political economist and anti-imperialist, 80. . . . William Rotch Wister, known as "the father of American cricket," 84. . . . Major George Chappell, past grand commander of the Grand Army of the Republic in New York, 81.

August 22.—Martin Dewey Follette, former judge of the Ohio Supreme Court and a noted criminologist, 84.

August 25.—William Street Hutchings, formerly well known as Barnum's "lightning calculator," 80.

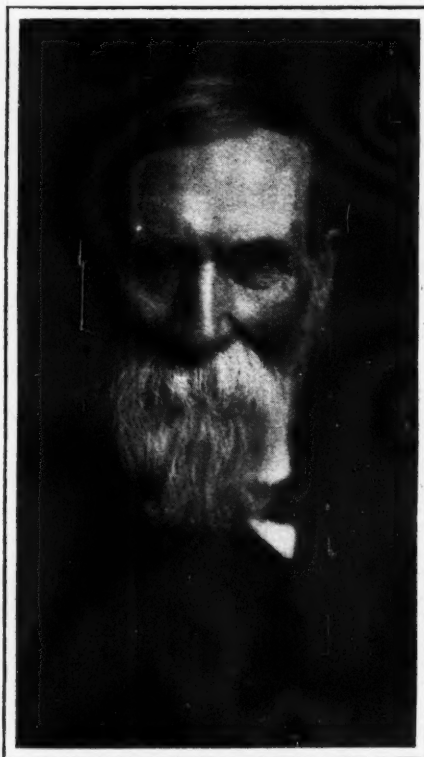
August 26.—Rev. John Bancroft Devins, editor and owner of the New York *Observer*, 54. . . . Edward L. Curtis, professor of Greek at the Yale Divinity School, 57.

August 28.—Max Gebhard Seckendorff, a widely known newspaper writer of Washington, 58.

August 29.—Asaf Jan Nizam-ul-Mulk, premier prince of the Indian Empire, 45.

September 1.—Benjamin H. Grierson, major-general of volunteers at the close of the Civil War, 85. . . . Bradford Lee Gilbert, architect of New York's first skyscraper.

September 2.—Roger Quarles Mills, formerly Congressman and United States Senator from Texas, and author of the Mills tariff bill of 1887, 79.



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PROFESSOR FRANCIS A. MARCH, OF  
LAFAYETTE COLLEGE

(The eminent philologist who died on September 9, at  
the age of eighty-six)



September 3.—Brig.-Gen. Charles R. Greenleaf, U. S. A., retired, an authority on military hygiene, 73.

September 5.—Leopold Flameng, a noted French engraver, 79.

September 6.—Mrs. Katherine Cecil Thurston, the novelist. . . . Armand Cochefort, chief of the detective service of Paris during the Dreyfus affair, 61.

September 7.—Prof. Masuchika Shimose, inventor of the high explosive used by the Japanese navy, 52.

September 8.—Dr. Thomas Dwight, Parkman professor of anatomy at Harvard University, 67. . . . Francis LeBaron Robbins, the prominent Pittsburgh coal operator, 56. . . . Luigi Vannuncini, a prominent Italian pedagogue.

September 9.—Prof. Francis Andrew March, the noted philologist of Lafayette College, 86. . . . Col. J. C. Gordon, the Confederate leader, conspicuous at Chickamauga, 77.

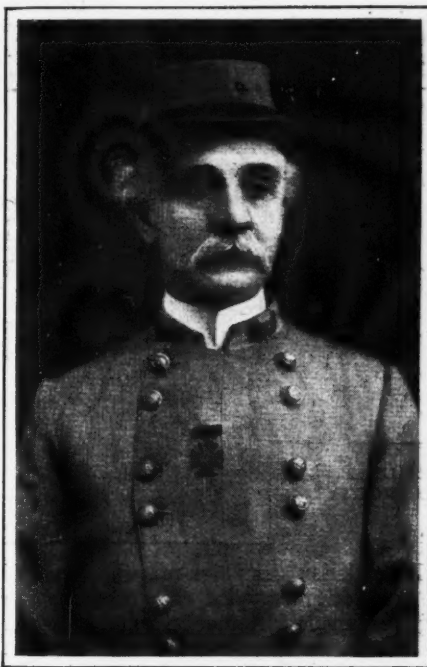
September 10.—James Russell Soley, author of many works on naval history and former Assistant Secretary of the Navy, 60. . . . Ex-Congressman Edward H. Funston, of Kansas, 75. . . . Edward Butler, formerly Democratic "boss" of St. Louis, 73. . . . Dr. George F. Harris, a prominent Pennsylvania physician, 68. . . . Dr. George Alexander De Santos Saxe, an eminent New York gynecologist, 35. . . . Rev. Mother Sarah Jones, superior vicar of the Sacred Heart Convent at Kenwood, N. Y., 88. . . . Mrs. Samantha Breniholz, chief telegrapher of the Union army during the battle of Gettysburg, 75. . . . Rev. Dr. George Thomson Knight, a widely known author and lecturer on theological subjects, 60.

September 11.—Congressman James P. Latta, of the Third Nebraska District, 67. . . . Carola Woerishoffer, special State investigator of labor conditions in New York, 25. . . . Rev. Dr. Freeman Pratt Tower, formerly president of Montana Wesleyan College. . . . Captain George Edward Merritt, a pioneer navigator on the Great Lakes, 68.

September 12.—John Souther, a pioneer manufacturer of excavating machinery and locomotives, 97. . . . Most Rev. William Alexander, D.D., Archbishop of Armagh and Primate of All Ireland (Church of Ireland), 87.

September 14.—Rt. Hon. Edmund Robertson, Baron Lochee, the well-known British student of American affairs, 66. . . . Mrs. Elizabeth Edson Evans, a well-known American author living in Germany, 79.

September 15.—Joel Benton, the poet, 80. . . . Gen. William Robertson Boggs, of the Confederate army, 83. . . . William T. Smithers, Secretary of State of Delaware, 58.



THE LATE GEN. GEORGE W. GORDON  
(Commander-in-Chief of the United Confederate Veterans  
and Member of Congress from Tennessee)

September 16.—Edward Whymper, the first man to ascend the Matterhorn, 71. . . . Brig.-Gen. Michael R. Morgan, U. S. A., retired, 78. . . . Mother Mary Monica, head of the Order of Felician Sisters in America, 83.

September 17.—Thomas H. Carter, twice a Senator from Montana, 56. . . . Col. John James McCook, conspicuous for gallantry during the Civil War and later an eminent corporation lawyer of New York, 66. . . . Rev. Dr. Samuel Henderson Virgin, a prominent Congregational minister of New York, noted for his oratory, 69.

September 18.—Peter A. Stolypin, Premier of Russia, 50. . . . Edmond H. Madison, "Insurgent" Representative from the Seventh Kansas District, 46. . . . Max Hugo Liebermann von Sonnenberg, a prominent member of the German Reichstag, 63.

September 19.—Gen. Antenor Firmin, a former President of Haiti. . . . Ex-Congressman Reuben K. Bachman, of Pennsylvania, 77.

September 20.—Sir Robert Hart, the eminent authority on Chinese commercial affairs, 76.



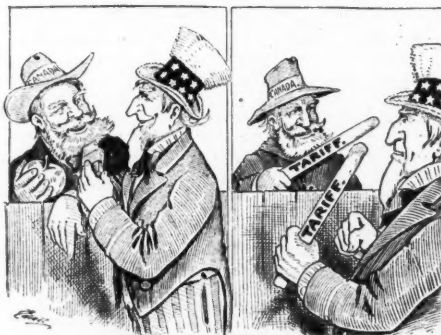
# CARTOONS OF THE MONTH



"LET US HAVE  
RECIPROCITY"

From the *American*  
(New York)

THE stirring campaign on the issue of reciprocity occupied the center of the stage in Canada last month, culminating in the election on September 21. The fight waxed exceedingly hot on both sides, the newspapers of the Dominion pouring forth an unbroken stream of forcible text and striking cartoons for and against the reciprocity proposal. A few cartoons, both Canadian and American, are reproduced on this page, and others are reprinted in our editorial department, where the subject of the Canadian elections is commented upon.



RECIPROCITY—OR—ANIMOSITY?  
From the *Journal* (Minneapolis)



WHY? OH, WHY?  
—and echo answers Why?  
From the *Herald* (Montreal)



STATING A WELL-KNOWN FACT  
ENGINEER BORDEN (to Canada): "If that leak is not stopped at once, the hole will increase in size until the entire flood washes down over our prosperous country, leaving ruin and destruction in its wake"

From the *Star* (Montreal)



"WAY DOWN IN MY HEART I'VE GOT A FEELING FOR YOU"

From the *Herald* (Washington)

The cartoon printed above would seem to presage no very tender treatment of the Tariff Board at the hands of Congress, which may desire to do its own tariff tinkering, unassisted by boards, when it meets again in December. The other cartoons on this page have to do with President Taft's extended trip through the West, which began on September 15. This trip of the President's has provoked a great many cartoons, represent-



PRESIDENT TAFT ON HIS 13,000-MILE CIRCUIT

From the *American* (New York)

ing him variously as defender of the arbitration treaties, of reciprocity, of his attitude on the tariff, and as the antagonist of the insurgents, making an expedition into "the enemies' country."



A CHANCE FOR ANOTHER ARBITRATION TREATY

From the *Tribune* (New York)



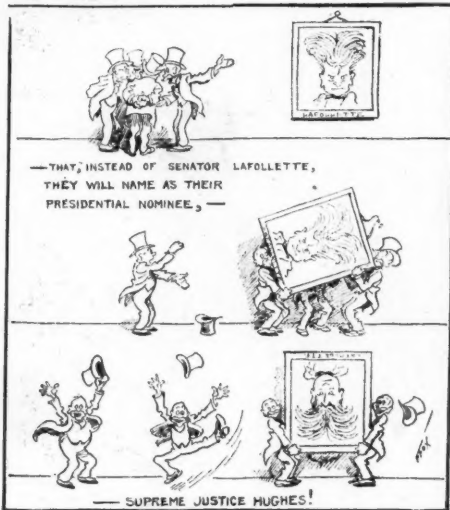
IN THE MIDDLE OF THE ROAD

There are going to be some critical moments  
From the *Daily News* (Chicago)



THE REPUBLICAN REGULARS TO THE INSURGENTS: "HOW WOULD YOU LIKE TO PLAY SECOND FIDDLE?"  
From the *Herald* (Washington)

Judging by the cartoons appearing in the newspapers, the ante-convention battle between the Insurgents and the Administration is already on. The embarrassing "split" in the Grand Old Party is painfully apparent. One cartoonist suggests that the Insurgents may be asked to play second fiddle and take the Vice-Presidential nomination, while others opine that they will have a Presidential candidate of their own in Justice Hughes..



THE PROGRESSIVE REPUBLICANS HAVE DECIDED—  
(see above)  
From the *Evening Post* (Chicago)



CALLING PARTICULAR ATTENTION TO THAT GRAND OLD PARTY SPLIT. From the *Evening Post* (Chicago)



WHICH MEDICINE? A PROBLEM FOR 1912  
From the *Spokesman-Review* (Spokane)



ALPHONSE AND GASTON. From the *Journal* (Minneapolis)





PRESIDENT AND EX-PRESIDENT ON THE NEW ARBITRATION TREATIES  
From the *Tribune* (Chicago)



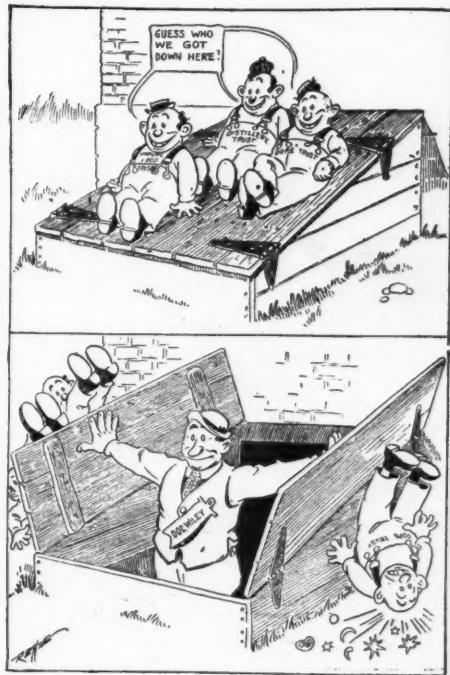
THE ARBITRINITY  
From the *National Review* (Shanghai)

The difference in the views of President Taft and ex-President Roosevelt on the arbitration treaties has inspired a number of cartoons, in some of which the Colonel reappears in cowboy costume, "shooting up" the treaties! The two cartoons at the bottom of this page reflect the result of the vote on the liquor question in Maine last month, and President Taft's vindication of Dr. Wiley made public at Beverly on September 15.

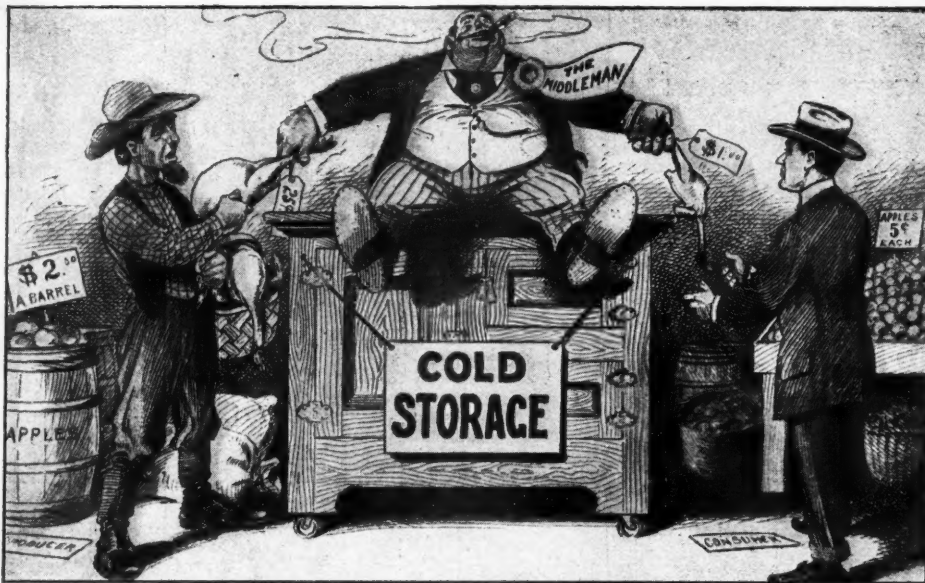
The above cartoon is a graceful tribute paid by the *National Review* of Shanghai to the arbitration treaties between the United States and Great Britain and the United States and France, signed in August, and to be voted on during the early days of the coming regular session of Congress.



"THE PITCHER GOES TO THE WELL"  
From the *Eagle* (Brooklyn)



WILEY!  
From the *Evening Mail* (New York)

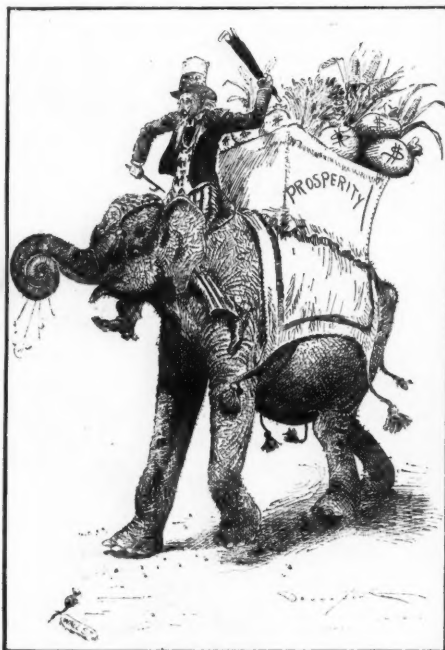


#### DOES THIS EXPLAIN THE HIGH COST OF LIVING?

Why the consumer has to pay a dollar for that for which the producer receives only twenty-five cents  
From the *Saturday Globe* (Utica)

The responsibility for the great difference between what the producer receives and the consumer pays for food products is being laid at the door of the middleman,—or, more cor-

rectly, middlemen, since, according to a New York judge in a recent chicken case, there are as many as six. Direct trade between producer and consumer is being urged as a solution of this problem of high food prices. The two cartoons below picture the Wall Street mouse frightening the country's prosperity, and the present plight of American railroads.



#### THE FOLLY OF 1911

From the *Globe and Advertiser* (New York)



NO WONDER HE FEELS INDISPOSED  
From the *Record Herald* (Chicago)

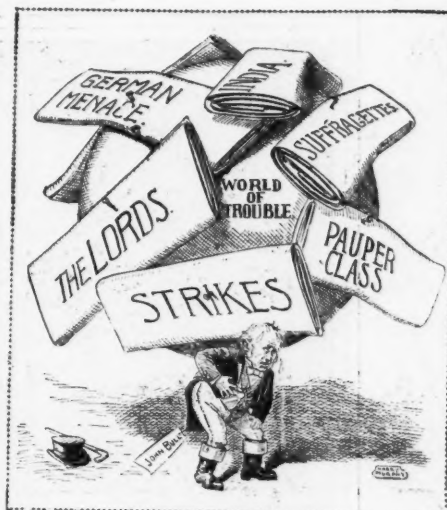


CAPITAL—THE NEW APOSTLE OF PEACE  
From the Herald (New York)

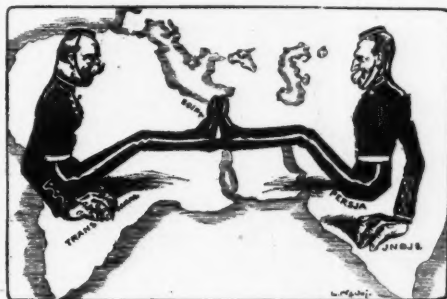
The dispute between France and Germany over Morocco and the generally disturbed conditions of labor abroad furnished the themes for the bulk of the cartoons on European topics during the past few weeks. France and Germany making up after their tiff over Morocco, the transportation strike in England, and the international significance of Lord Kitchener's appointment as British pro-consul in Egypt—these are the subjects of the cartoons on this page.



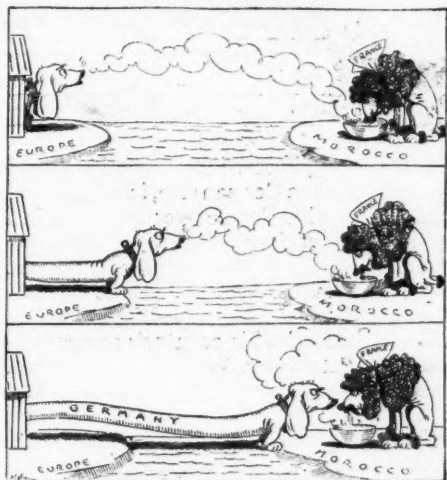
FRANCE AND GERMANY—IN ACCORD ON MOROCCO  
From the Press (New York)



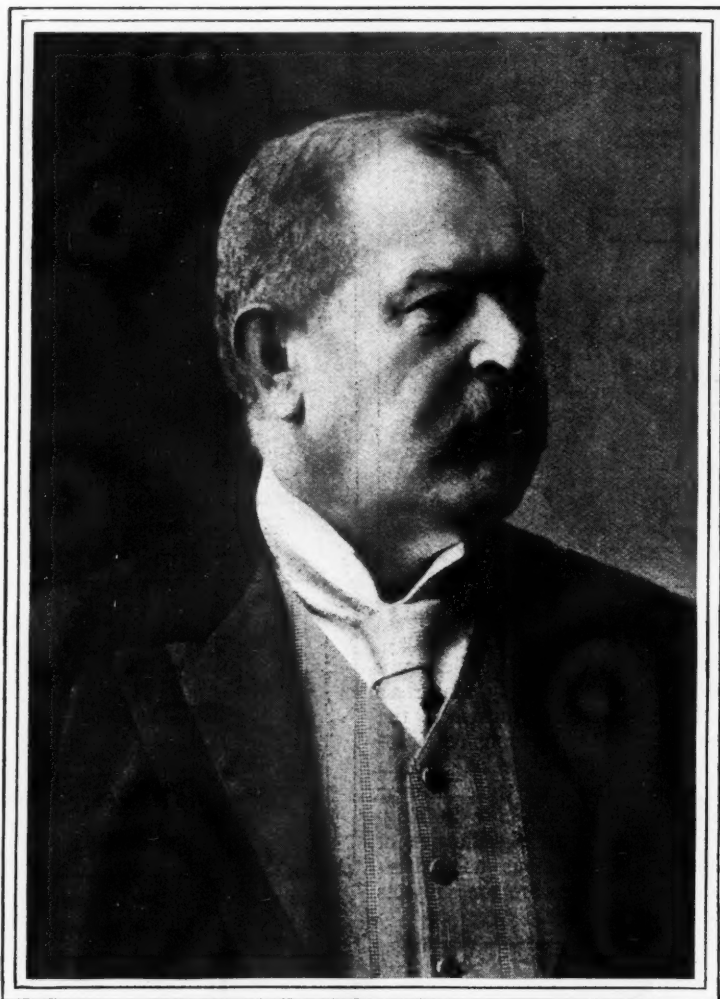
JOHN BULL'S JOB—THE SUN NEVER SETS ON IT  
From the Oregonian (Portland)



THE BRITISH BRIDGE FROM EGYPT TO INDIA  
From Mucha (Warsaw)



EXPANSION  
From the World (New York)



## BARON VON KIDERLEN-WAECHTER

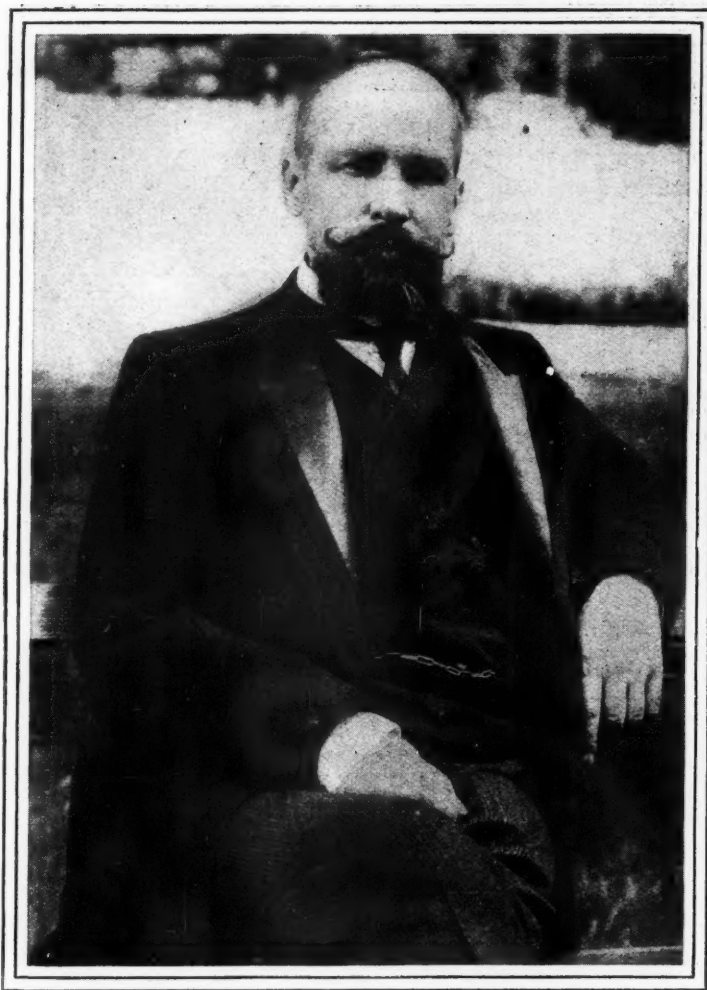
THE moving spirit, indeed the head and front on the German side, in the game of high politics with France over Morocco, has been the pugnacious Secretary of Foreign Affairs, Baron Alfred von Kiderlen-Waechter. A typical German diplomat of the modern school, Herr von Kiderlen-Waechter has achieved success as his country's representative at St. Petersburg, Paris, Constantinople, Stockholm, and several of the Balkan capitals. It is largely due to his keen diplomacy and tireless energy that the "Fatherland" now plays such a prominent and profitable part in the economic and commercial development of the Balkans and Turkey. While he was Minister at Bucharest, in the summer of 1910, he succeeded Baron von Schoen as Foreign Minister of the Empire. A man of dominating personality, rather brusque manners, and a pronounced Chauvinistic turn of mind, since his advent at the Wilhelmstrasse to take charge of the empire's dealings with foreign powers, Herr von Kiderlen-Waechter has swung into the center of the stage and quite obscured from the world's view, for a time at least, the more mild-mannered, less assertive Imperial Chancellor. The Foreign Minister, who is now in his fifty-ninth year, is a Bavarian by birth, with fine social instincts.





## THÉOPHILE DELCASSÉ

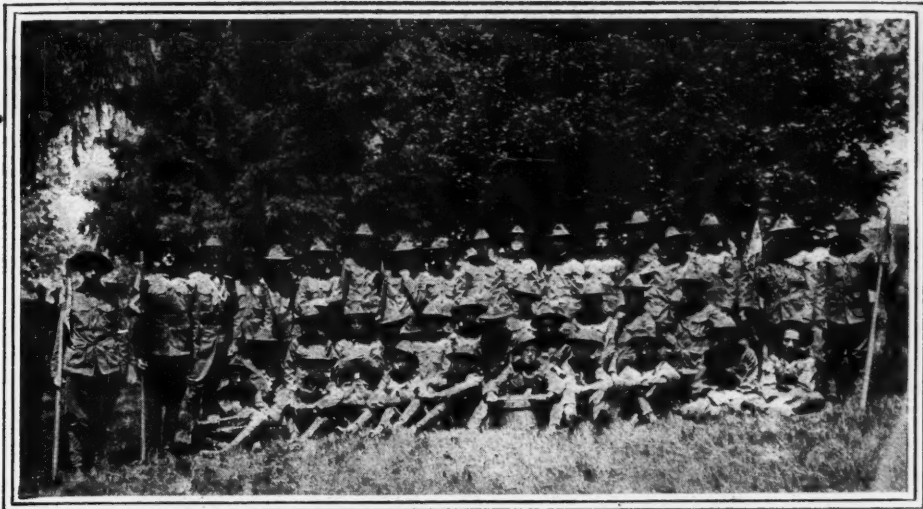
**I**F Delcassé, who is probably, take it all in all, the most celebrated diplomatist in Europe, is not officially at the helm of foreign affairs in France, it is because this would be an unnecessary offense to Germany. Titles are of minor importance. As Minister of Marine, Delcassé is building up the French navy. He is, at the same time, the backbone and dominating spirit of the Caillaux Ministry, and his hand may be seen in every move made by the less assertive de Selves, who holds the foreign portfolio. It was Delcassé who brought about the cordial understanding between France and Great Britain. It was this same finished, polished, secretive and tenacious Gallic statesman who precipitated the Moroccan crisis five years ago, and was virtually forced to resign from the Ministry of Foreign Affairs to appease German wrath. His consuming passion is to bring about the effective isolation of Germany and eliminate her from the chessboard of European diplomacy. Delcassé is in his fifty-ninth year. He has been a journalist and a professor. His specialty is foreign affairs. He has been Secretary for the Colonies and Colonial Minister. He acted as mediator between the United States and Spain in 1899. He has, in an eminent degree, what the French call the personality of a Premier.



## STOLYPIN, RUSSIA'S MAN OF IRON

**P****PETER** Arkadyevitch Stolypin, Russia's Premier, the man of iron, who never smiled except when he was hurt, who was assassinated last month, was an orthodox Russian of a peasant-like faith in his country's destiny and the autocratic idea of government. He began life with no social advantages, not even a commission in the army. His ambition was to do for Russia what Bismarck did for the German Empire. He strove to Russify all the diverse races of the empire, and while he always favored legislative projects that would make for Russian prestige abroad and would ameliorate the lot of the peasants, he often fathered severe repressive measures, par-

ticularly against the Poles and Jews. In March last, he resigned because his pet project for the extension of the Zemstvo system of local government to all sections of European Russia in which it had not previously prevailed, was rejected by the Council of the Empire. Czar Nicholas, however, persuaded him to remain at his post. Stolypin was a fearless man of sincere convictions, though undoubtedly of the old Russian reactionary type of mind. The fact that the Emperor was not able, during the five years of Stolypin's incumbency, to get a premier to relieve him, would seem to be an indication that with Stolypin out of the way, a new order of things will soon begin in Russia.



BOY SCOUTS OF STAUNTON, VIRGINIA

## THE BOY SCOUTS OF AMERICA

BY DAN BEARD

(National Scout Commissioner)

SOME husky men in their shirt sleeves were pitching quoits, when one of the players somehow lost his balance just as he was about to make a pitch. In his struggle to save himself, his body swung round in a half circle, he flung his arms out to balance himself, and the iron ring flew off at a tangent, gyrating through the air, landing in the midst of a merry group of picnickers, who were eating their lunch from a cloth spread on the grass.

There was a shrill scream, and a young woman threw up her hands and fell backward on the sward, with an ugly gash in her head from which the red blood flowed profusely. The other women screamed shrilly too, either out of sympathy or because it was the only thing they knew how to do in such an emergency.

The men joined the crowd and elbowed and jostled one another, stupidly, helplessly, staring at the victim of the accident, at the same time shutting off all fresh air from the now unconscious girl.

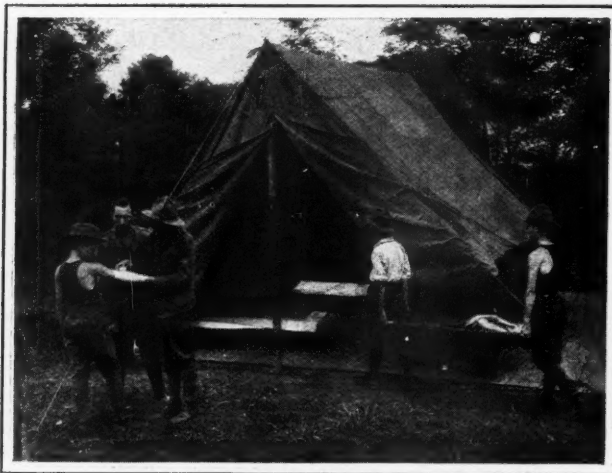
No one knew what to do; the accident was unlooked for, unusual, and, hence they were unprepared. A small boy not over twelve years of age in a khaki suit, a modified cowboy's hat, and with a bag like a canvas haversack hanging by a strap over his shoulders,

was attracted by the commotion, and, boy-fashion, wormed his way through the crowd. He was not excited, nor nonplussed; he looked calmly around at the crowd, and, in the even voice of one accustomed to being obeyed, gave the command to "Stand back and give this woman air."

Without question and without realizing their own absurdly ignominious position, the people quietly obeyed, and at a respectful distance watched the small boy stanch the blood, close the gaping lips of the wound, apply the antiseptics, and, with the deftness of an expert surgeon, bind up the head with bandages. He even administered a restorative, and then as the young woman sat up, blinking at the crowd, the boy, a lad of a few words, said, "Now take this woman home." A minute more and the little figure had mingled with the crowd and disappeared.

It was not until it was all over that anyone thought to ask who had so masterfully taken charge of the situation, and efficiently rendered first aid to the injured.

At first there was no answer, and then another lad with the same sort of a campaign hat answered, "Oh, him? Why he's one of the Boy Scouts of America. He belongs to Mr. Sutton's troop. He passed such a bully examination on first aid that the patrol made



BEARING AN INJURED SCOUT ON A LITTER IMPROVISED FROM  
COATS AND STICKS

him the 'toter' of the first-aid kit. What does B. P. stand for? Oh, that means 'Be Prepared.'" With that the youth saluted and retired to join his friends.

This incident happened in the Keystone State. Similar instances are happening all over the country, for the Boy Scouts are prepared for fun, for work, or for aid to the unfortunate, and for serious study. The Philadelphia Scout proved himself ready for an emergency, but the organization of which he is a member has taught the boys many other things. Here is another example: A troop of Baltimore Scouts were in swimming in the Potomac River. A Tenderfoot, frail of body and unable to swim, got beyond his depth. He yelled for help. Straightway a brother Tenderfoot, who could swim only a few strokes and who happened to be on the shore, took a running dive from a springboard and sank to the bottom directly under the Tenderfoot. Standing under water, he held his companion firm and safe until H. Laurence Eddy, Scout Commissioner of Baltimore, ran up from the camp a short distance away, and with the aid of several Scouts formed a human chain to rescue both boys.

"That's what a Scout always should do," modestly answered the lad who risked

his life for his companion. This incident shows a quick wit, courage, and physical preparedness, but the Scout movement would fail if it did not attain still greater things in boys.

Scouts are not allowed to accept tips or to be paid for any act of kindness or courtesy. An amusing instance of the working of this law among the street gamins recently occurred in New York City. A small Scout stepped up to an old lady and offered to carry her satchel for her. When he reached her front door, she gave him fifteen cents; he tipped his hat and retired. A few minutes afterward the bell rang and the

old lady found the same little Scout on the front-door step. Said he, "Me bruder says to me, says he, 'You're a bum Scout to take money from an old woman for carrying her satchel.' Here's your money, mum. I'm sorry I took it."

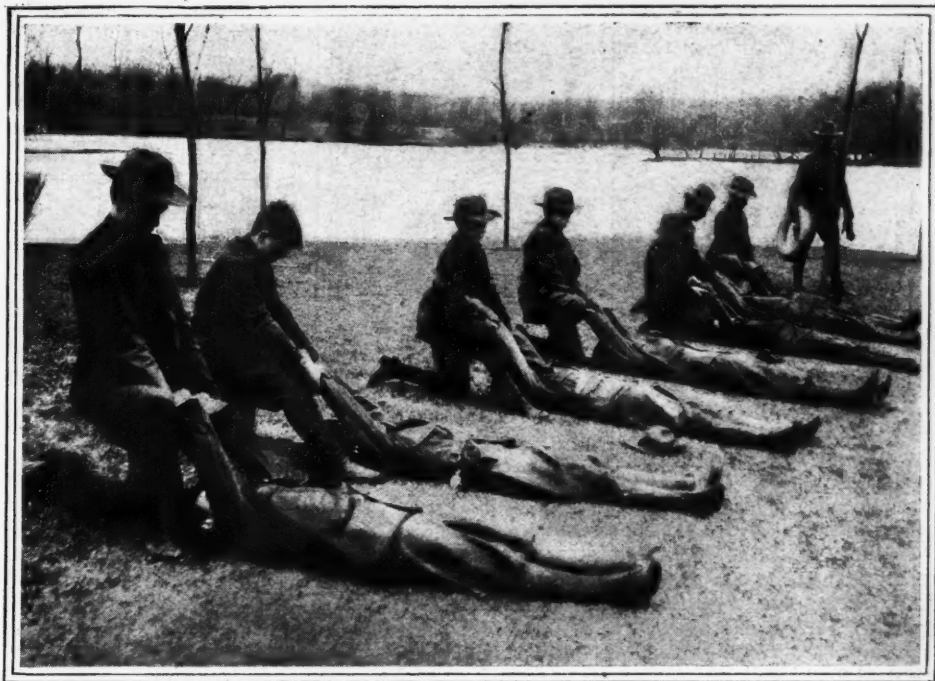
#### LEARNING BY DOING

Such incidents are typical of the spirit which the Boy Scout movement seeks to arouse in the boys. Its threefold aim, of strengthening the body, training the mind, and building up the character, is based upon the practical idea of leading a boy to be thorough, honorable, and alert in his play and to



THE "FIREMEN'S LIFT" AS PRACTISED BY BOY SCOUTS OF  
ST. PAUL, MINNESOTA





"RESUSCITATING THE DROWNING" (PHILADELPHIA BOY SCOUTS)

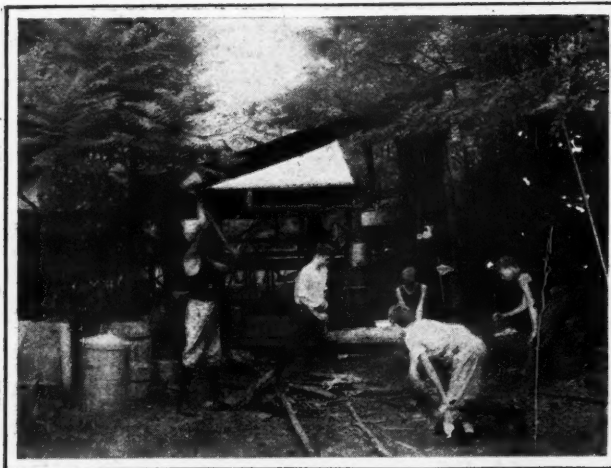
be thoughtful of others. It shows him how to gain skill in play by learning many useful things. It relies on the psychological fact that the boy, with his irresistible curiosity, turns in fun to inquire into many things that have a practical and educational value. The Scout movement leads him on and rewards him for his thorough investigation of any such field. This movement is upsetting and revolutionizing the modern modes of education. It has emphatically proved that our boys can and will *voluntarily learn how to do things* that a decade ago few would have thought possible to teach them. Scout Commissioner Sutton told me that when they asked the surgeons to talk to the Scouts on the first aid to the injured, the medical men laughed at the idea. Yet when they did give talks, the boys proved to be such apt pupils that some of them rival the professional gentlemen themselves in the skill they display.

#### WHAT IT MEANS TO BE A SCOUT

The Scout activities appeal to the boys because they include innumerable things which their heroes of fiction and history have done. In place of trying to force the boys to conform to the artificial ideas and stand-

ards of the adults, evolved by adults who lead artificial lives, *we go to the boys themselves*, find out the real things which interest them, the fundamental causes for their activities, the kind of men that make heroes for them, and then we endeavor to show them how they can derive entertainment in natural boyish ways; how they can emulate the remarkable virtues of such real boy's heroes as the picturesque groups of remarkable persons developed by our frontier, whom we call the Buckskin Knights—such men as Jonathan Chapman (Appleseed Johnny), a follower of Emanuel Swedenborg's teachings; the daredevil Simon Kenton, a devout Methodist; the greatest scout that ever lived, Daniel Boone, of Quaker ancestors, whose whole life was influenced by the precepts of the Friends; the great pathfinder, Marquette, a priest of the Roman Catholic Church; Abraham Lincoln, a product of the frontier; George Washington, the foundation of whose remarkable character was built in the wilderness among the Buckskin men. These are real, genuine heroes, whose virtues our boys may safely copy.

The boys by becoming Scouts have an opportunity to learn woodcraft, gain knowledge of birds and trees, learn the secrets of the woods, to swim, paddle a canoe and do many



CAMP ACTIVITIES

other things boys love to do. At all times they have over them a Scoutmaster, whose credentials have been approved and who is really their physical, mental, and character trainer. He watches over them and guides them in their play and their various activities, trains them in alertness, self-reliance, and other Scout virtues. His aim is to turn out useful, self-reliant, alert, honest citizens.

The idea of Scoutcraft appeals strongly to our youth. It is not a religious movement, although all religions endorse it, for we take the middle road and go no farther than the Fatherhood of God and the brotherhood of

man. It is not a military movement, for militarism is conspicuous by its absence; it is not nature study, for there are hundreds of societies devoted entirely to that subject which are unknown to fame; it is not athletic, for there are thousands of unknown athletic associations; it is not woodcraft. It is all these things and more put in a way that strikes the boys as manly and helpful. In this work we do not aim to win the boys from any religious associations, or wholesome or healthful organizations. Our object is to supplement and help existing educational agencies,

such as the church, school, boys' clubs, Sunday School, Young Men's Catholic Associations, Young Men's Hebrew Associations, Young Men's Christian Associations and Social Settlement.

#### "BE PREPARED"

While a boy is having fun engaging in Scouting, he must keep in mind the Scout motto, vow, and law. These three things indicate clearly the ideals of the organizations.

The motto is "Be Prepared." It was originated by Lieutenant-General Sir Robert



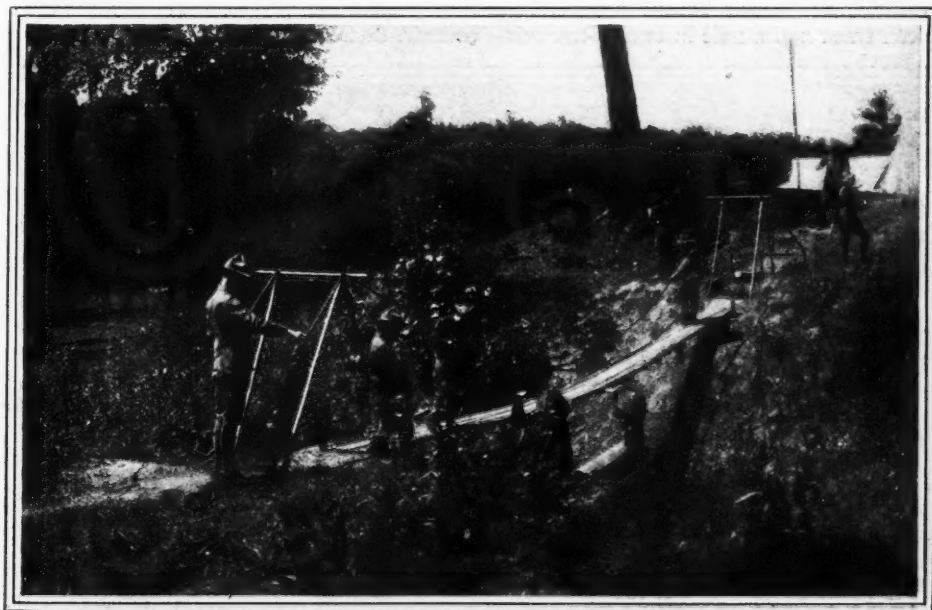
THEY CAN BUILD THEIR FIRES WITH ONE MATCH, OR WITH NO MATCH AT ALL



BOY SCOUTS OF COLUMBUS, OHIO, LEARNING HOW TO MAKE MAPS

S. S. Baden-Powell, K. C. B., and adopted by the Boy Scouts of America. It has become International, being used by the Scouts of all other nations. The Scout "Oath" or promise says: "On my honor I will do my best—1 To do my duty to God and my country, and to

obey the Scout Law; 2. To help other people at all times; 3. To keep myself physically strong, mentally awake, and morally straight." The Scout Law has twelve planks, and if a boy obeys them he will be an excellent Scout. The points are—1. A Scout is trust-



A LESSON IN BRIDGE-BUILDING

worthy. 2. A Scout is loyal. 3. A Scout is helpful. 4. A Scout is friendly. 5. A Scout is courteous. 6. A Scout is kind. 7. A Scout is obedient. 8. A Scout is cheerful. 9. A Scout is thrifty. 10. A Scout is brave. 11. A Scout is clean. 12. A Scout is reverent.

#### ORGANIZATION

Here then you have the ideals and activities of the Scout movement. If a boy reading about them desires to become a Scout, he may write to the Boy Scouts of America for a pamphlet explaining the organization of a patrol. A Scout must be at least twelve years old. He is urged to gather seven boys together, there being eight in a patrol, elect a patrol leader and then get a man twenty-one years old to serve as Scoutmaster. Such a man must be interested in boys and sympathetic, with ability to lead and to command the boys' respect. Once the Scoutmaster has obtained his certificate he is ready to have the boys pass the first test to become a Tenderfoot.

There are three classes of Scouts, namely—Tenderfoot, second class, and first class. To become a Tenderfoot a boy must be at least twelve years old, and must pass simple requirements, such as knowing the Scout oath, law, sign, and salute; the composition and history of the American flag; and be able to tie four kinds of knots.

He may become a second-class Scout after a month's service as a Tenderfoot, provided he can track half a mile in twenty-five min-

utes; run a mile in twelve minutes at Scout's pace; give satisfactory evidence of an elementary knowledge of first aid and bandaging also of signaling by the Semaphore, Morse or Meyer alphabet. He must be able to use a knife or hatchet, cook in the open, know the sixteen principal points of the compass, and have earned and deposited at least one dollar in a public bank.

The requirements to become a first-class Scout are considerably more arduous. The Scout must be equal to a fifty-yard swim and fourteen mile hike; have advanced knowledge of first aid and signaling; be able to make and read correctly road maps; be a good judge of distances, heights, weights; give proof of trained powers of observation in animal and plant life; enlist a Tenderfoot he himself has trained and have earned and deposited in a public bank at least two dollars.

After a boy becomes a first-class Scout, he is then in line for further proficiency in Scouting, through what is known as Merit Badges. These badges are awarded by a Court of Honor.

Scouts are formed into patrols composed of eight boys each, and three patrols constitute a troop.

To do good scouting a boy must understand the organization of which he is a part. The Boy Scouts of America is promoted and governed by a group of men called the National Council. This National Council is made up of leading men of the country and it is the council's desire that every American boy shall



SCOUTS' SALUTE BY INDIAN BOY SCOUTS OF MINNESOTA





UTICA, NEW YORK, BOY SCOUTS OFF FOR AN OUTING

have the opportunity of becoming a good Scout.

The National Council holds one meeting annually at which it elects the officers and the members of the Executive Board. It copyrights badges and other Scout designs, arranges for their Scout equipment, issues Scout Commissioners' and Scoutmasters' certificates, and grants charters for local councils.

A local council through its officers—president, vice-president, secretary, treasurer, and Scout Commissioners, its executive committee, court of honor and other committees—deals with all the local matters that relate to scouting.

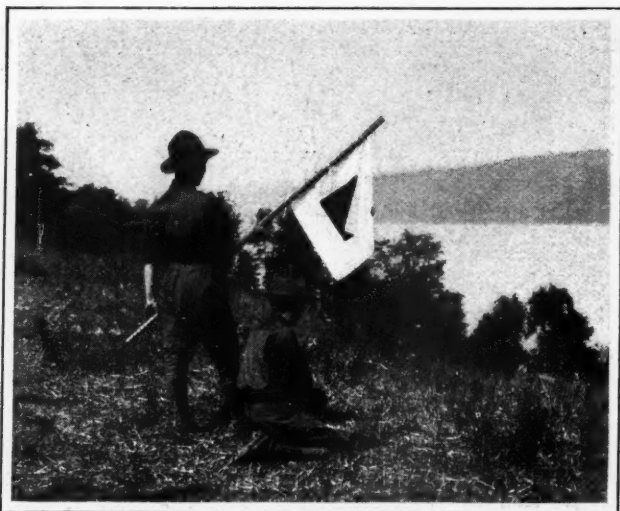
The Scout Commissioner is the ranking Scoutmaster of the local council and presides at all Scoutmasters' meetings as well as at all Scout field meets. It is also the duty of the local Scout Commissioner to report to and advise with the Chief Scout through the Executive Secretary concerning the Scouts in his district. The Scout Commissioner's certificate is issued from National Headquarters upon the recommendation of a local council after this council has been granted a charter.

The power of the National Council is not assumed without authority. In February, 1910, at New York, there was a meeting of the representatives of a large number of societies interested in the work for boys, and at this meeting the National Council, Executive Board and officers were duly elected, and invested with the proper authority to act.

The prominent men interested in this movement represent all shades of political and religious beliefs. There are peace men, sitting elbow to elbow with famous war heroes, but whatever their individual faiths may be all these men are honestly, sincerely and deeply interested in the welfare of the American boy. They are fully aware of the fact that all boys are naturally democrats, hence it is that rich or poor, Catholic, Protestant, Jew or Gentile, Republican, Democrat, Insurgent, or Socialist, they are all proud to be called Scouts.

#### THE SCOUT TRAINING

The activities of the boys are as varied as the fancies of the lads. They turn at times



BOY SCOUTS ARE EXPERT AT WIGWAGGING

(These boys are signaling across the water)

to tests of a boy's courage and of his gameness. Formerly, if a Scout used a vulgar expression the culprit allowed the other Scouts to pour a cup of cold water down his sleeve, and smiled while it was being done. This custom was inaugurated by the famous old Scout, Captain John Smith, but is not now practised by the Scouts.

Scouts are encouraged to earn their own money. We do not pauperize them and sap their growing manhood by furnishing them uniforms or equipments, nor do we require them to possess these things. If they wish them, be they rich or poor, they must earn the money with which to outfit themselves.

## VARIOUS THINGS THAT SCOUTS DO

In the West I have reports of a patrol of Scouts which does efficient work as a regular organized hose company in the volunteer fire department. In the various parts of the country, as at Utica, N. Y., and Louisville, Ky., they publish their own newspapers or magazines. They build their own wireless telegraphs and use them; they know the signs of the woods and the road signs; they can even read the signs of the tramps and yeggmen. In Louisville they have an organization of blind Scouts.

At the great amateur circus given at Flushing, L. I., the Boy Scouts did most efficient work in policing the grounds, helping the workmen, and assisting the managers of this show, and when one considers the fact that there were several hundred of our

boys on the grounds at one time and that they kept perfect order you can form an idea of the remarkable influence of the Scout training. These boys came from all walks in life, a large contingent being from the tenement district of New York City. They camped on the grounds and cooked their own meals and the report of the treasurer of the Association shows that they did not cost it one cent.

## SCOUTS AT COOPERSTOWN

It is no wonder that this society of boys should excite great enthusiasm at Cooperstown, where every rock and hill is closely

associated with Fenimore Cooper, the American apostle of the buckskin scouts, who sang the praises of

"The simple things, the true things,  
The silent men who do things."

Most of Cooper's fame comes from his "Leatherstocking" stories, and his delightful description of the old knights of the long rifles and the long knives. And it is the lives, deeds, and achievements of these empire builders which suggested the use of the word Scout for our boys. This makes it most appropriate for Cooperstown to open wide its arms, as it did, to the Scouts, and with true pioneer hospitality issue the invitation to all the Boy Scouts of America.



SCOUTS CAN COOK THEIR OWN MEALS IN THE MOST APPROVED CAMP FASHION

("Spuds" for breakfast)



TROOPS MESS AT COOPERSTOWN ENCAMPMENT

The boys came and saw and conquered Cooperstown, as they had conquered Colonel Roosevelt, who was the first prominent man to interest himself in them, and is now most appropriately their honorary Vice-President; President Taft, who is their honorary President; the boys' friend, Judge Lindsey, who declares that the Boy Scout movement is one of peculiar importance to the whole country; Lyman Beecher Stowe, who says: "The Scout is, in a word, to become a Man Scout in the army of the common good;" Dr. Wm. T. Hornaday, the famous naturalist and protector of our animal and plant life, who has written the Scouts a long letter, appealing to them to help him in the great task of conservation.

#### AN AMERICAN INSTITUTION

The writer told the Boy Scouts, back in 1905, when the society was new, that the biggest men of the country would soon be proud to link their names with those of the Boy Scouts, and the truth of this prophecy can now be seen by looking through lists of officers and directors of the Boy Scouts of America. And best of all America, in originating the scout idea, has given the boys of the world something real, sane and worthy to make their lives livable.

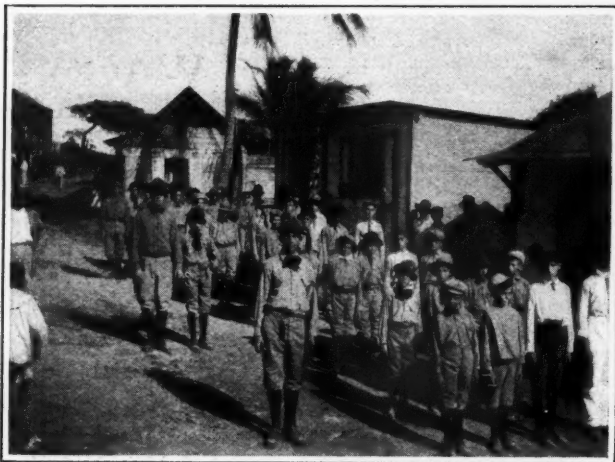
In Philadelphia a troop of Scouts has been formed out of the most troublesome gang of boys in the Quaker City, and a prominent police official recently told the writer that the policemen in that quarter still think that

they must be dreaming, for the same boys who were wont to pester and make the lives of the blue-coats miserable, now assist them. Order and quiet prevail where once was noise, mischief and confusion. A glance at the new Scout's Manual will show how varied and useful are the occupations, aims and ambitions of the Scouts.

Scouting is typically and intensely American. It is safe to say that no full-grown man can appreciate the real meaning to the youth of the United States of the word Scout, unless that person is in full sympathy with American institutions, tradition and history, and familiar with the potential power, manly self-respect, personal integrity and personal dignity only to be realized under a Republican form of government, the only form of government that has no tendencies to make menials of its citizens.

It is the American spirit of conscious individuality and initiative in the weave and woof of the Boy Scout idea, which gives to it its vim, life and vitality. But its popularity among the boys and primary cause, which has made it sweep this country with a rapidity of a forest fire, lies in the name "Scout." The mystic charm, the magic talisman, which caused the President of the United States in 1907 to keep busy statesmen waiting in the cabinet chamber while he carefully read the prospectus of the Boy Scouts, lies in its name.

It was the name which fixed his attention, but it was the object which gained his endorsement. It was the name which caught



BOY SCOUTS OF PORTO RICO

the attention of the famous English gentleman, Baden-Powell, in 1908. His experience with boys as messengers during the Boer War had so impressed him with their ability to do things, that he "cribbed" the Scout idea, as he himself declares, and determined to devote the rest of his life to developing it in England. To the activities of the boys' organizations which he found in different countries, Baden-Powell added to his organizations others with the aim of developing the boys' mind and character.

The charm, the magic, the fascination is all in the word Scout and what it means to a boy. No wonder Scouts are proud of the title, for even to see the word in print, or hear it pronounced, opens up to their youthful minds a land teeming with picturesqueness, more crammed with real thrilling adventures, more permeated with true chivalry and heroic valor than the combined efforts of the fertile imagination of Sir Walter Scott and the poetic fancy of Lord Tennyson were ever able to paste, hitch, or hang on to the boiler-shop shirts, the stove-pipe sleeves and ironpot hats worn by our comical, hifalutin', savage, medieval ancestors.

In laying particular stress upon the particular fact that the Boy Scout idea was born in America, of American parentage, I do not wish in the least to detract from the great and very important work done in develop-

ing and popularizing the movement by Baden-Powell, to whom the whole world is indebted for his unselfish work and the genius he displayed in organizing the vast army of Scouts in England. Neither do I wish in the least to detract from, or minimize the work done by that other loyal and talented recruit, Mr. Ernest Thompson-Seton, who with his band of youthful Indians joined our forces in 1910 and is one of the founders of the present National organization, which is an up-to-date amplification and evolution of the original idea, and is indebted to many people and many

minds for its present recognized excellence.

The English people are too far removed from their own pioneer ancestors to make natural Scouts, but not too far to appreciate them.

The Boy Scouts have nothing to do with war, and their Scoutcraft has no more connection with it than has the hunter's knowledge of woodcraft and the lone trapper's ability to take care of himself under all and any conditions. War with the old Scouts was not of their own seeking, but incidental to the life they led. War with the Boy Scouts is not talked of, prepared for, or considered in their training; the whole aim of the society is to make them clear-eyed, clean-limbed, clear-minded, efficient, manly boys and ultimately good citizens.



CLARKSVILLE, TENNESSEE, TROOP 1



# ECONOMY OF THE MOTOR WAGON

BY WALTER WARDROP

(Editor of the *Power Wagon*)

THE commercial status of the motor wagon in this country is not very accurately defined by stating that 20,000 machines—worth \$50,000,000—are at present employed in the service of about 8000 business firms. The figures are enlightening, but they are rather more expressive of the vogue of mechanical road haulage than suggestive of its economy.

To ascertain the real economic value of motors in merchandise delivery, one must critically inspect the installations of such establishments as use them in quantity. Such an examination will at once disclose how much dependence can be placed in the work performance of the machines, and how liberally it is being supported by individual investment. Selecting seventeen important installations, it is found that they represent 1562 machines costing \$3,345,000.



ELECTRIC BAGGAGE WAGON IN THE SERVICE OF THE WHITE HOUSE AT WASHINGTON, D. C.

New Haven, and Indianapolis, the Buffalo service having been on an all-motor basis for five years past.

The largest all-motor service in the country is that of Gimbel Bros., of New York City. This firm undoubtedly was much aided in deciding to make exclusive use of motor wagons by the absence of investment in draft animals at the time of its establishment. The firm knew what it cost to deliver merchandise by horses from its other stores in Philadelphia and Milwaukee, and for an assumed volume of business from its New York store it was calculated that an annual expenditure of \$280,000 would be required if delivery was undertaken by draft animals. The firm satisfied itself that the same service could be rendered by motors at an annual expenditure of \$149,000—a saving of 46 per cent. The machines, electric and gasoline, are operated from a centrally located station, and five sub-stations in the suburbs.

Progress in motor-wagon application is most apparent wherever the waste of horse transportation is most obvious. Hence it was inevitable that the large cities should be the theaters in which mechanical haulage would be first and most extensively demonstrated. But, though this is precisely what has happened, one is not justified in concluding that the country at large has overlooked the conspicuous economy of motor wagons. The truth is, the employment of machines of

Proprietors	Number of Machines	Invest- ment
Adams Express Co. ....	430	\$800,000
Ward-Corby Co. (Bakers) ..	350	700,000
American Express Co. ....	100	250,000
Gimbel Bros. (Department Store) ..	95	240,000
Anheuser-Busch Brewing Co. ....	85	255,000
John Wanamaker (Department Store) ..	75	150,000
New York Edison Co. (Public Lighting) ..	70	175,000
Marshall Field & Co. (Department Store) ..	56	180,000
Jacob Ruppert Brewing Co. ....	50	150,000
United States Express Co. ....	50	150,000
R. H. Macy & Co. (Department Store) ..	45	90,000
J. L. Kessner & Co. (Department Store) ..	43	100,000
Piercy & Co. (Package Delivery) ..	37	95,000
New York Telephone Co. ....	35	90,000
Jas. A. Hearn & Son (Dry Goods) ..	28	70,000
Tiffany & Company (Jewelers) ..	21	52,500
Commonwealth Edison Co. (Public Lighting) ..	21	52,500
Total .....	1562	\$3,345,000

A large number of concerns whose motor-wagon holdings entitle them to representation in the foregoing table are omitted, as lengthening of the list would not greatly strengthen the conclusion which is formed upon examination of it, namely, that business houses which do not slight their transportation are not the least bit timid about motor-wagon investment.

It will not have escaped attention that in the foregoing table of investment there are listed many concerns which are compelled to live exclusively out of transportation, and that they are among the principal owners of mechanical equipment. It is even more interesting to learn that one of these, the Adams Express Company, relies exclusively upon the service of machines in Buffalo, Rochester,

all ratings is quite general. But the buying capacity of the large cities is at the moment so great that producers cannot very conveniently cultivate the smaller markets. The following table of distribution would seem to prove that the economy of the machines is as much in evidence in one part of the country as in another:

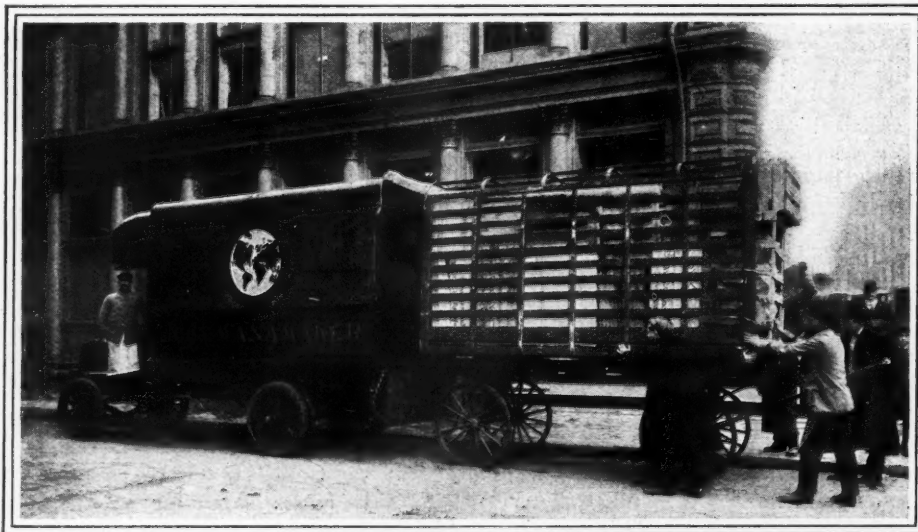
	Number of Machines in Use	Value
New York City . . . . .	2500	\$6,250,000
Chicago . . . . .	1200	3,000,000
Boston . . . . .	700	1,750,000
Philadelphia . . . . .	700	1,750,000
Pittsburgh . . . . .	300	750,000
Detroit . . . . .	400	1,000,000
St. Louis . . . . .	300	750,000
Kansas City . . . . .	160	400,000
Buffalo . . . . .	150	375,000
Indianapolis . . . . .	150	375,000
Cleveland . . . . .	150	375,000
Cincinnati . . . . .	100	250,000
Denver . . . . .	100	250,000
Portland, Ore. . . . .	300	750,000
San Francisco . . . . .	200	500,000
Minneapolis . . . . .	100	250,000
Los Angeles . . . . .	70	175,000
Seattle . . . . .	80	200,000
St. Paul . . . . .	100	250,000

While it is true the economy of motor-wagon transportation increases with the magnitude of the installation, it yet remains as consolation for the small merchant that the employment of a few machines can be profitably undertaken wherever their service is indicated. Here it is well to remark that one

motor wagon is not an economical substitute for one horse-drawn vehicle unless it can be demonstrated that the machine is to be actively worked to its range and load capacity. Draft-animal equipment is relatively cheap, while motor-wagon equipment is relatively dear. Hence it is only when the work assigned to several units of the former can be absorbed by one of the latter that the higher first cost and installation of the machine are justified.

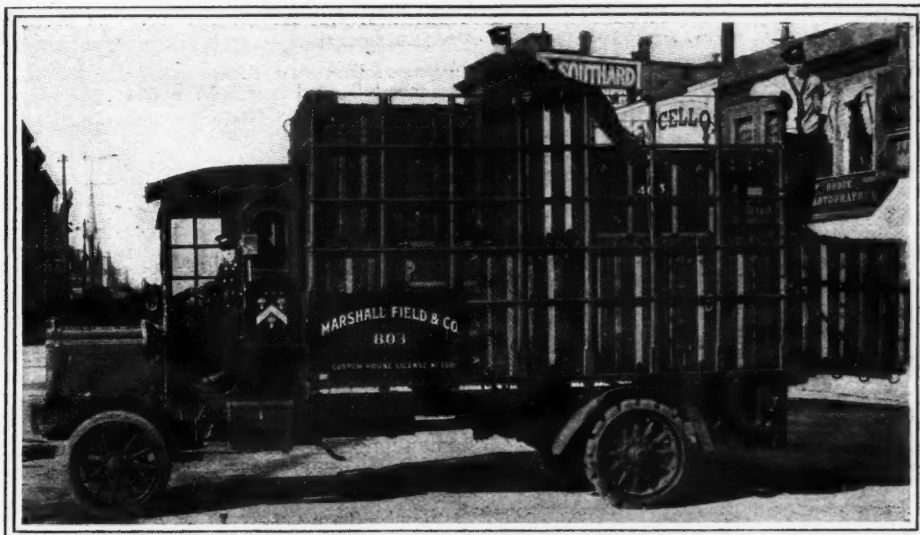
It would be arrant folly to pretend that the harsh service conditions so often found in rural delivery are as advantageous for the motor wagon as the more favorable conditions which prevail in large cities and their suburbs. The machine must have roadways fit for its travel. It can be driven hub-deep in mud, or through frozen ruts, but not economically. Within the area of the average small town, however, its service is shown to be distinctly profitable in thousands of instances, and there is good reason for believing that as country road conditions are improved it will play a very important part in the development of inter-city transportation.

A few years ago it was with extreme difficulty that anyone could be persuaded to regard motor-wagon operation as anything but an experimental undertaking. Almost every concern considered itself a pioneer in the work, notwithstanding the fact that thousands of machines had long been economically



ECONOMICAL METHOD OF LOADING A THREE-TON GASOLINE TRUCK EMPLOYED BY THE WANAMAKER ESTABLISHMENT

(Duplicate "nesting" bodies are loaded at the store while the machine is on the road, thus avoiding waste of machine's capacity for work)



A THREE-TON TRUCK WAGON WHICH CARRIES A DEPARTMENT STORE'S BOXED MERCHANDISE TO OUTLYING STATIONS FOR SUBSEQUENT DELIVERY BY LIGHT MOTORS

applied in service. The situation is different to-day. Orders are now being placed in the confident assurance that if the machines are treated with the consideration they deserve, and no error of judgment is made in their application, they will earn handsomely upon the investment. Orders for five and ten machines are quite common, while the purchase of twenty-five and fifty is recorded with gratifying frequency. It has taken time to break down the reserve and prejudice with which the power wagon was at first confronted.

Considering how strong is the inclination to keep competitors in the dark concerning business practices which temporarily furnish a profitable monopoly, it is really remarkable that any trustworthy evidence should be available for confirming the economy of the motor wagon on a large scale. Naturally, therefore, records of successful operation are obtained with great difficulty. One of the large express companies operating machines in New York recently struck a balance between the two forms of transportation which it employs, and found that for the period of a year the machines had effected a saving of \$35,771.93—an economy of 23 per cent. This concern employed forty electric wagons in work to which it had previously assigned fifty-three horse-drawn wagons. The cost of horse transportation in this instance was \$149,674.05, while the cost of motor-wagon operation was only \$113,902.12. These fig-

ures hardly represent the full measure of saving effected by the machines, since they not only absorbed the work of the horses which they superseded, but created traffic for themselves and considerably enlarged the profitable area of delivery.

So much importance is attached to the motor-wagon delivery service of R. H. Macy & Co., of New York, that its administration is the special concern of one of the members of the big dry-goods firm. It has been officially declared that the delivery of the company's packages, all charges included, costs 6½ cents apiece. The cost of delivery per package by horses is 8½ cents. The company's three-ton machines are operated at a cost of 20½ cents per vehicle mile. Electrics are chiefly employed in this establishment, which has been realizing the economy of motor-wagon transportation since 1903. The company's machines cover about 250,000 miles annually. When it was operating thirty machines the annual mileage amounted to 226,618 and the total operating cost was \$22,913.49.

The efficiency of the motor-wagon equipment in the Anheuser-Busch Brewing Company's service in St. Louis is well known to transportation experts. The installation consists of 85 machines, sixty electrics and twenty-five gasoline trucks. It appears from the books of the company that during the course of one of the severest winter months twenty-eight machines did not lose a single



A TRACKLESS TROLLEY VEHICLE

(Power is taken from the overhead line when running on or close by rails, and from its own battery when running wide of the track)

minute's service for any reason whatsoever; that sixteen missed but one day apiece on account of their drivers not reporting for duty, and that four lost from one-half to a full day on account of abstraction from service for repairs. It is doubtful if any motor-wagon installation in the country can boast a more brilliant record of service than this, unless possibly it be one of the all-motor stations of the Adams Express Company, which are also known to be operated with marked administrative skill.

Ten ten-ton machines have been applied in coal-carrying service by Burns Bros., of New York. The owners find that the machines can deliver coal, mechanically loaded, at 20 cents per ton as against 40 cents per ton when draft animals are employed. The maximum road speed of the machines is eight miles an hour. Since it can be shown that it is well within the capacity of a ten-ton coal truck to haul eighty-four tons daily, averaging thirty-five miles, at one-half the cost necessary for moving the same load an equal distance by horses, it must be admitted that the future of draft-animal transportation in certain forms of business is exceedingly dark. One Burns machine has hauled 2184 tons a month, or over 26,000 tons a year, at a maximum cost of \$16 a day. It will be noted from its record of performance, here submitted, that the

haul was short, while the hours of service were very actively employed:

Average miles per day	35.4
Average gallons fuel per day	11.9
Average miles per gallon	2.97
Average number of loads per day	8.3
Average tons per day	84.03
Total tonnage in 13 days	1,092.39
Cost per day, maximum	\$16.00
Cost per ton	\$ 0.19
Average miles from base	2.13
Weight of truck empty	13,000 pounds
Total weight	33,250 pounds
Average rolling load	23,125 pounds
Average ton miles per gallon of fuel	34.43

Quite recently the superintendent of delivery in the Chicago Public Library was asked by the directors of that institution how much longer his six gasoline wagons of 2000-pound load capacity would last in sub-station distribution service. He replied: "As long as I wish." He meant that with intelligent care in operation, and adequate repair attention, the life of the machines might be prolonged indefinitely. The delivery service of the Library is on an all-motor basis. The first machine was installed in the fall of 1904. Each machine covers forty-one miles daily. Drivers are paid \$15 a week. Authentic service costs for a year are as follows:

Drivers' wages	\$4,500.00
Parts replacement	1,304.02
Gasoline	939.23
Tires	968.97
Oil and grease	450.15
Waste	52.44
Machine work	117.01
Batteries	35.02
Supplies	210.78
Painting	199.00
Washing	600.00
Interest on investment at 6%	1,080.00
Insurance	50.00
Storage	800.00
Total	\$11,346.62

It will be observed that in the foregoing table there is no provision made for depreciation charge or rent. The superintendent of delivery states that the machines have earned their cost long ago. There is no charge made for rental, as the garage is established in the library building.

Not long ago the transportation manager of a well-known New York wholesale house offered the following comparison of horse- and electric-wagon service in his establishment:

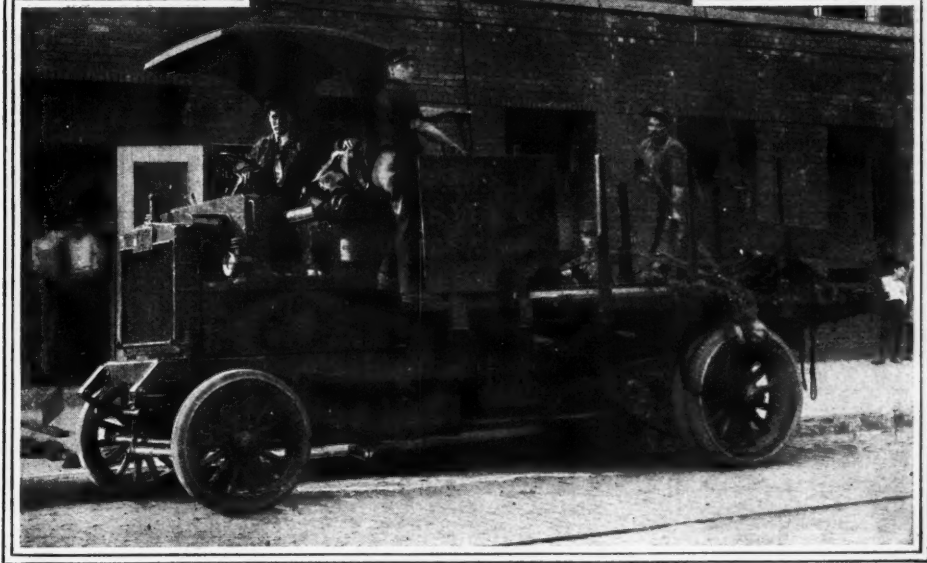
	ONE TON		TWO TON		THREE AND ONE-HALF TON	
	Horse	Electric	Horse	Electric	Horse	Electric
Miles per day	17	35	16	30	15	27
Ton miles per day	17	35	32	60	52	94
Cost per day	\$7.13	\$6.89	\$8.37	\$7.99	\$8.41	\$9.57
Cost per mile	.419	.20	.523	.27	.56	.35
Cost per ton mile	.419	.20	.261	.135	.162	.10



In heavy work draft animals practically cease to offer competition to or comparison with motor wagons, once the journeys exceed eleven miles from the base of operations. That distance, which seems to mark the limit of profitable haulage for horses in the heavier class of work, only enables us to observe the shadow of motor-wagon economy. Long hauls are necessary for the establishment of the substantial value of the machine. In such work, within limitations, it has no rival. It is often superior even to the railroad. But it is worth while noting that even within the field where both horses and motor wagons may be employed, the latter outclass the former whenever the loads are high. The economy of the machines, evident from the very first, gradually increases until at eleven miles or there-

abouts there is no competing form of service with which it may be contrasted. If there is considerable activity of performance the balance in favor of mechanical transport is found to be all the greater.

Edward R. Hewitt, of New York, has faithfully watched the performance of two, three-, five-, and ten-ton gasoline trucks in work where in the cost of draft-animal service is accurately known. In the table shown on the next page he records the results of these observations. As the figures in the table are computed upon the basis of one-way haulage, it is plain that they do not do full justice to the motor wagon, nor accurately reveal the inefficiency of the horse. Were horses worked hauling full loads both ways, it would be necessary to depreciate greatly the values assigned



TRUCK USED FOR SAFE-MOVING

(A power winch replaces the former hand winches for hoisting)

to them in the table. On the other hand, were the machines employed at full capacity the cost of transportation as shown would be much reduced. Active work, which destroys the usefulness of the draft animal, raises our esteem for the motor wagon.

ized by the necessity of having the stable so located as to accommodate the physical limitations of the animals.

In concerns which rely exclusively upon motor wagons the administration of necessity becomes highly organized and road and

## COMPARATIVE HORSE AND MOTOR TRUCK COSTS

1-Horse Wagon 1 Ton		2-Horse Wagon 4 Tons		3-Horse Wagon 6 Tons		Motor Truck 2 Tons	Motor Truck 3 Tons	Motor Truck 5 Tons	Motor Truck 10 Tons
Average Miles per hour		4		3		12	10	8	6
Cost per Day		\$4.00		\$6.00		\$9.60	\$10.38	\$12.67	\$15.63
Miles from Base	Per Load	Per Ton	Per Load	Per Ton	Per Load	Per Ton	Per Load	Per Ton	Per Load
1	\$ .39	\$ .39	\$ .60	\$ .15	\$ .88	\$ .38	\$ .19	\$ .48	\$ .125
2	.78	.78	1.20	.30	1.76	.76	.38	.96	.25
3	1.17	1.17	1.80	.45	2.64	1.14	.57	1.44	.37
4	1.56	1.56	2.40	.60	3.52	1.52	.76	1.92	.50
5	1.95	1.95	3.00	.75	4.40	1.90	.95	2.40	.62
6	2.34	2.34	3.60	.90	5.28	2.28	1.14	2.88	.75
7	2.73	2.73	4.20	1.05	6.16	2.66	1.33	3.36	.87
8	3.12	3.12	4.80	1.20	7.04	3.04	1.57	3.84	1.00
9	3.51	3.51	5.40	1.35	7.92	3.42	1.71	4.32	1.15
10	3.90	3.90	6.00	1.50		3.80	1.90	4.80	1.25
11	4.29	4.29				4.18	2.09	5.28	1.31
12						4.56	2.28	5.76	1.37
13						4.94	2.47	6.24	1.43
14						5.32	2.66	6.72	1.49
15						5.70	2.85	7.20	1.55
16						6.08	3.04	7.68	1.61
17						6.46	3.23	8.16	1.67
18						6.84	3.42	8.64	1.73
19						7.22	3.61	9.12	1.79
20						7.60	3.80	9.60	1.85
21						7.98	3.99	10.08	1.91
22						8.36	4.18	10.56	1.97
23						8.74	4.37		
24						9.12	4.56		
25						9.50	4.75		

Limit of profitable  
horse haulage per day

The installation of a few motor wagons in a large horse stable very imperfectly denotes the saving which might be accomplished if all of the firm's transportation was accomplished by motors. The difficulty of separating the horse- and power-wagon accounts in establishments where the administration is none too highly organized is sure to react to the disadvantage of the machine. Alongside of this, there is the obscuration of gains which would be sure to result if the two forms of equipment were not in interference with each other. For example, the reduction in fixed stable charges through the substitution of power wagons on any considerable scale is enormous. One of the principal express companies in the country once requested estimates for the construction of buildings for the independent housing of power wagons and draft-animal equipment. When the estimates were presented it was found that the building necessary for the storage of the machines would cost \$20,000, while the structure for the other form of equipment was figured at \$80,000. An economy such as this would hardly be suspected by the average business establishment contemplating an experiment in transportation with one or two machines. The stabling of horses and motor wagons in the same building is further penal-

stable troubles, which, when only a few machines are employed, are much magnified, become fewer and less conspicuous as the operating system is more highly developed. Both operating and fixed expenses of every kind are reduced in proportion as the number of machines increases. The service, too, shows a corresponding improvement, the result of increased all-around expertness.

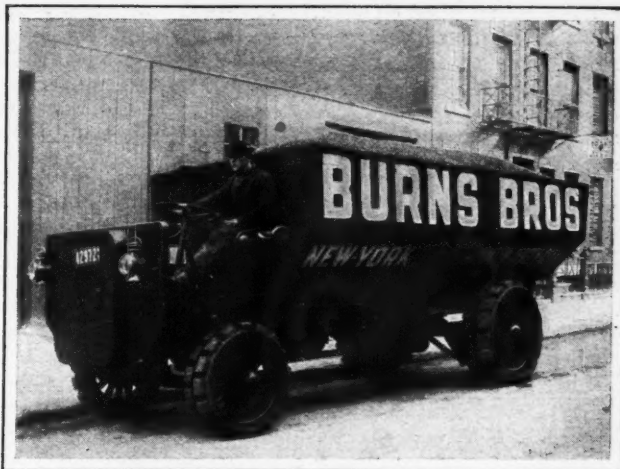
Estimates which forecast the money to be saved by the wholesale conversion of transportation equipment from horse to motor are not often submitted to any but the largest mercantile houses. Their preparation requires the services of highly paid investigators, the expenditure of much time, thought, and money, and a thorough analysis of the haulage conditions of the business. Such labors are most fruitful when it is manifest that an earnest desire exists to employ machines and only the type and rating remain to be determined. It would obviously be a waste of effort to apply such costly and painstaking methods to ascertain the economy of motor wagons in the service of small establishments whose teaming operations present no uncommon characteristics, and therefore can be absorbed at a glance.

A typical example of the economy of an all-motor installation was recently furnished

to a large packing house whose transportation service was exhaustively analyzed by experts. In the report which they presented, it was shown that by discarding horses an annual saving of \$23,569 could be effected. This meant a 17½-per cent. reduction of transportation expense. To gain so much, however, it was necessary to sell the horse equipment, which was inventoried at \$78,154, and invest \$88,579 more. If this were done it was demonstrated that the additional investment could be refunded in three and three-fourths years, which is equal to saying that this additional investment would bring an annual return of a little more than 26 per cent.

Many concerns would like to know with a reasonable degree of accuracy what cost would attend the operation of, let us say, fifty five-ton gasoline trucks. If it is the intention to take over the entire administration of the equipment, a garage containing about 15,000 square feet of floor area will be necessary. For effecting repairs the following tools and machinery will be required: tire press, lathe, forge, grindstone, portable hand crane, sundry small tools and benches, the cost of which will be about \$2000. The garage crew will consist of twenty-two men—eight cleaners at \$12 a week, three ignition testers at \$15 a week, four brakemen at \$15 a week, three repairers at \$35 a week, one

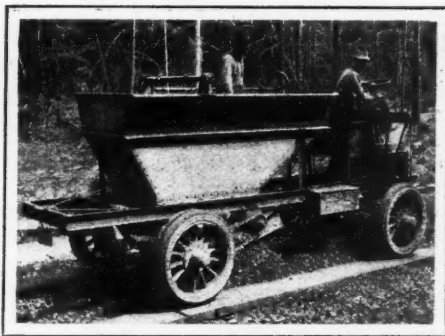
foreman at \$50 a week, and three helpers at \$12 a week. This brings the internal expense up to \$392 a week. A chief clerk, two assistants and a boy will be required in the accounting department. The total of expense for this labor will be \$60 a week. Light, heat, and power will require an outlay of about \$600 a year. About \$100 will be expended for water. Lubricating oil will be used at the rate of a gallon for every 300 miles, or one-sixth of a gallon per day. The expense for lubricating oil, therefore, will be \$520 per annum, to which must be added \$260 for grease, making the total lubricating expense for fifty five-ton trucks \$780 per annum. The garage equipment will cost \$5000. Allowing \$3300 apiece as cost for the machines, and \$10,000 working capital, the investment stands at \$182,000.



A TEN-TON COAL WAGON, CAPABLE OF HAULING EIGHTY-FOUR TONS DAILY



HORSE EQUIPMENT ATTACHED TO A MODERN TRACTOR



MACHINE USED IN ROAD-BUILDING

(Gravel is automatically dumped from bottom of the hopper as the vehicle is reversed and rolled along the laid plank track)

Under good administration the running costs will be about as follows if the machines are operated fifty miles a day, conditions being ordinary:

Rent per annum .....	\$12,000
Interest at 5% on \$182,000 .....	9,100
Depreciation on \$165,000 at 15% .....	24,750
Tires, 750,000 miles at 6.05 cents .....	48,750
Gasoline, 150,000 gallons at 12 cents .....	18,000
Lubrication .....	780
Spare parts .....	5,000
Drivers' wages, 52 at \$15 .....	40,560
Helpers, 52 at \$10 .....	27,040
Garage staff .....	20,384
Office staff .....	3,120
Heating and lighting .....	600
Water .....	100
Sundry stores .....	500
Total .....	\$210,684

The item of insurance cost is omitted from the above table. The annual expense under this head for fifty five-ton trucks will be about \$6500, or .866 cents per vehicle mile. This will bring the total running cost to 28.956 cents per mile.

The usefulness of the motor wagon is not limited to the transportation of merchandise. Its power plant is available at all times as a stationary unit to take the place of human and brute labor. It is this phase of the machine's usefulness, coupled with its well-known road economy, which leads investigators to regard it strictly as a labor-saving device. One of the New York Telephone Company's machines furnishes an admirable illustration of the valuable aid which the motor can occasionally lend, apart from its use in propelling the vehicle. Prior to the installation of this machine it was necessary to pull the telephone cables through the underground conduits by means of a capstan operated by seven or eight men. The opera-

tion was slow in comparison to the speed with which it is now done. Eighteen hundred feet of cable pulled in eight hours was considered a fine day's work. Now, however, the foreman of the motor wagon is disappointed if he falls short of 5000 feet in the same length of time, and a mile is nothing to boast of. The wagon has a carrying capacity of five tons. It carries its own reels of cable, pulleys, stanchions, tackle, and all necessary equipment, to and from the place of work, together with the men connected with it. Its power equipment consists of a battery of forty-four cells and two motors. The motor is geared to a drum around which it winds the cable. Steel uprights are extended downward into the manhole and carry adjustable pulleys top and bottom to guide the cable and hold it straight with the conduit through which it is being pulled.

The advantages of this machine are manifold. Aside from doing the work of three-horse trucks which formerly transported the cable reels and tackle to the scene of the day's labor, and pulling about three times as much cable in a day as was pulled by the old method, it pulls a much larger cable. Formerly the cables contained fifty pairs of telephone wires, and to pull any more than this was impossible. Now, however, the cables contain 300 and 400 pairs of wire, so that the actual amount of work done is ten times greater than was possible years ago.

Formerly manual labor was always employed. The use of horses was out of the question on account of the fact that in circling about the capstan they would be in interference with street traffic.

Pulling the cables by motor permits a deeper manhole, which is a distinct advantage in that more conduits can be placed in it,



GASOLINE TRI-CAR

(Little used in the United States, but popular abroad)

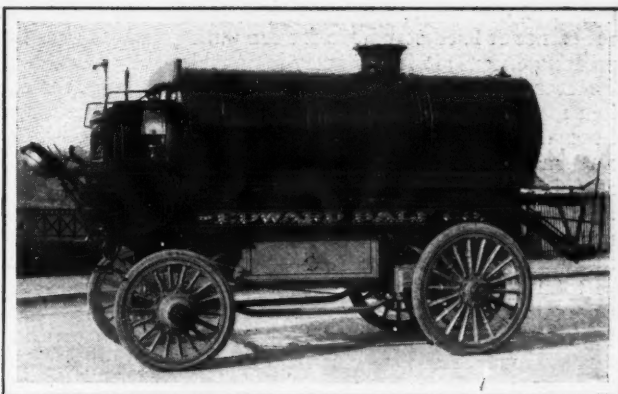


thus enabling the telephone company to rest easy concerning the matter of caring for the expansion of its business. Eight feet was the former limit to the depth of a manhole, while twenty feet is now not at all uncommon.

Up to a certain point the speed of a power wagon can be utilized to advantage. If, however, this economical speed is steadily exceeded the useful life of the machine will be considerably shortened and its maintenance cost will be unexpectedly high. What, then, is economical speed? The answer will necessarily depend upon the rated load capacity of the vehicle, the tire diameters, and the importance attached to speed in the business being served. Under ordinary conditions sixteen miles an hour would be a decidedly economical rate of travel for a light delivery wagon. A well-designed one-ton wagon can with economy travel at fifteen miles an hour, a two-ton vehicle at twelve miles an hour, a three-ton machine at ten miles an hour, and a five-ton machine at eight miles an hour.

These speeds are so frequently exceeded in practice as to give rise to the apprehension that the whole subject of speed in its relation to the economical transportation of merchandise is sadly misunderstood.

When we recall that the average speed of a two-ton horse-drawn truck, loaded and including stops, does not exceed two and one-fifth miles per hour, it seems absurd to press



A MECHANICALLY OPERATED STREET-SPRINKLER IN SERVICE  
AT HARTFORD, CONNECTICUT

(The first machine of its kind in America)

the superior speed of a motor-wagon of the same rated capacity to a point where there is risk of converting the economy of the machine into a loss. Some motor-wagon users operate upon the theory that the exercise of the speed function is in itself an economy. Hence, we occasionally find five-ton trucks traveling at fifteen miles an hour simply because they have the power to develop that speed.

Unless there is some unusual impelling cause which makes high speed desirable, it is not safe to operate a power wagon at a speed more than four times faster than a horse-drawn vehicle of equivalent rated load capacity can be moved. This rule may not hold good in the case of light delivery wagons, but experience has proven that it is quite liberal when applied to vehicles with a rated capacity of two tons and upwards.

The most noticeable effect of speed in excess of that which is economical is rapid wear on tires. Excessive speed and overload are the deadly foes of tires. In power-wagon accounting tire expense is the heaviest individual item outside of wages.

The ton-mile cost of motor-wagon transportation is a feature of accounting that should be suppressed. It is invariably misleading. Theoretically to find ton-mile cost it is only necessary to calculate the expense of moving one ton of freight one



A MECHANICAL STREET-SWEEPER

mile. This may seem alluringly simple, but in the absence of fixed standards for computing operating expense it is obviously impossible. The catch-as-catch-can style of accounting will often make it appear that the ton-mile cost of operating a machine of a certain rating is some small fraction of a cent. As a general rule this style of computation is of the fancy variety and intended for consumption by the unenlightened who mistake the bare operating cost, which fuel and lubricant represent, for the total operating cost. A single instance of operation will reveal the fallaciousness of ton-mile cost accounting. If the haul is twenty-five miles each way, with load of five tons one way, the result is 125 ton miles. But if the trip is five miles each way, and load is only carried one way, and the machine covers fifty miles, we also have 125 ton miles. But the ton-mile cost obtained under the latter condition of service will not be the same as that resulting from the former, as the expense items of labor and fuel will necessarily increase with the frequent stopping, starting, loading, and unloading.

Much unnecessary alarm is being exhibited over the failure of a number of badly deliberated attempts to break horse-wagon drivers to power-wagon duties. The frequency of these disappointing and often petty experiments, instead of giving rise to despair, should serve to attract attention to the capacity, act, and method of those who have succeeded in effecting the desired conversion.

Undoubtedly there are unusual difficulties to be overcome in remodeling teamsters for the service of power wagons. But they are not insurmountable. Neither are they so formidable as excited fancy conjectures. It is unfortunate, however, that they should be minor or major in character precisely as the concern encountering them employs many or few motor vehicles. The recognition of this variation is important, for in its light we perceive the cause of much of the storied agony. It is preposterous to expect that the purchaser of a single power wagon, ignorant of all but its cost and not fully convinced of the necessity for giving it a larger measure of administrative attention than is customary in the case of horse wagons, can secure or retain the services of a competent driver as easily as a concern which operates a large number of machines. It follows naturally, therefore, that the best power-wagon drivers are in the employ of establishments with the widest range of practice, where nothing in the way of stable equipment or maintenance of rolling stock is left to hazard.

In estimating the wage which should be paid to motor-wagon drivers there are several very important elements to be considered, namely, the competency of the men, and the character of the duties they perform. If a driver is selected for his known ability to care for as well as steer a machine, it would be reasonable to expect that he should be rewarded at a higher rate than one who merely discharges road duties. Furthermore, if he must handle loads, his work in this respect will be in proportion to the rating of the machine. As the cost of maintenance is largely dependent upon the skill of the driver it is worth while to keep him at his best by paying him what he is worth. Poorly paid drivers cause heavy loss, as they are usually incompetent.

Before they can thoroughly qualify for motor-wagon investment many establishments must learn to recognize the difference between the economy which is represented by the potential capacity of the machine and that which it may exhibit in practice.

Broadly speaking, firms which are contemplating the use of motor wagons may be divided into two classes, one consisting of those which resolutely intend to work the machines actively, and the other those which propose to operate them whenever it is convenient to do so. The former invariably constitute the class which eventually obtains maximum economy. Many of the latter develop into quarrelsome, hypercritical, and disappointed users who blame the machine for shortcomings which have origin in themselves.

It is surprising to observe the number of people who have fallen into the habit of considering the motor wagon merely as a vehicle. Its true classification is as a labor-saving machine. Machinery of any kind which is only worked to 40 or 50 per cent. of its capacity will inevitably make a poorer financial showing than that which is worked to full effective capacity. The proper adjustment of loading and unloading conditions, as well as routing, therefore, is of very great importance in developing the economy of the motor wagon. In some services it not infrequently happens that its idle hours are almost as numerous as its active periods. If this state of affairs prevails in a service where draft animal competition has already caused the transportation cost to become very low, it is practically hopeless to expect that the machine will make a very creditable showing.

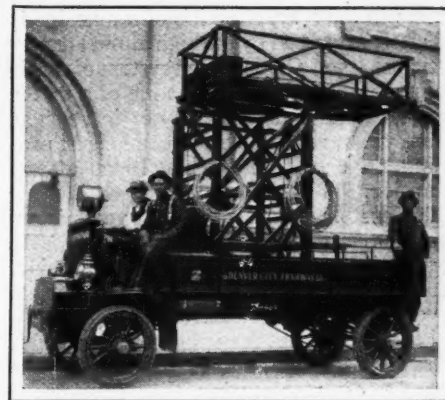
The appalling mortality among draft animals during the early days of July, 1911, fur-

nishes a historic record of their inferiority to motors in haulage. For eleven days the poor brutes died by thousands from the effects of heat and overwork. Sunbonnets, carefully selected summer feed, moderate work—none of the favorite prescriptions for equine health proved effective. This sickening tragedy is enacted every year. The horse, however tenderly cared for, is a bad risk. If he is worked hard his years of usefulness are inevitably shortened, while if he is worked light his service is unprofitable. In extremes of heat and cold his physical shortcomings are most apparent, for in one case he is easily fatigued and in the other peculiarly susceptible to disease. On the other hand, the power wagon's energy is a fixed quantity throughout the year. It is a good risk, which is made better by the care given to it, but never sinks below an easily determined point.

With the approach of winter fresh disasters may be expected. Slippery streets will cause strains and bruises, and the latter will develop into yet more serious trouble. Pneumonia and other pulmonary diseases will claim their usual share of victims. The death rate during the cold months will be a little lower than in summer, but the service will not be any better.

And yet some people are intolerant of the slightest fault in a motor wagon, despite the fact that it is much more reliable and economical than a horse.

When experts are invited to aid in the installation of power wagons, they always keep in mind the importance of scientific adminis-



MOTOR TOWER WAGON USED FOR THE REPAIR OF  
ELECTRIC RAILWAY OVERHEAD EQUIPMENT  
IN DENVER

tration and accounting. Loose and inaccurate methods for computing cost of operation and maintenance they scrupulously avoid. For example, the annual charge for depreciation is invariably ascertained from a careful consideration of mileage. Wear is the result of work performance, and the charge for it is great or little as the duty of the machine varies.

The absurdity of establishing a fixed depreciation charge for vehicles of all ratings employed in grossly dissimilar service should be self-evident. The work performance of a machine traveling forty miles a day at a speed of twelve miles an hour, with full load for only

50 per cent. of the distance, can hardly be expected to cause as much wear as is occasioned if a wagon of like rating covers sixty miles a day at the same speed, fully loaded the entire distance. A machine which is actively operated and full loaded must necessarily depreciate in value more quickly than one which is lightly loaded and sent into service with comparative infrequency.

Since depreciation is demonstrated a function of the service, it is about time the common custom of absorbing motor-wagon investment within four or five years was abandoned. This is a vicious trade practice, which encourages prospective cus-



MACHINE WHICH AFFORDS EXTRAORDINARY ECONOMY IN PULLING UNDER-  
GROUND CABLE AND TRANSPORTING CREW OF WORKMEN

tomers to infer that the life of a machine is definitely expressed by the high annual depreciation charge. Given a good system of repair and maintenance, the service life of a motor wagon, well administered, may easily be eight or ten years, and possibly much longer, providing no extraordinary conditions attend operation.

The custom of sharply writing off motor-wagon investment is falsely established. It had origin in the economy of the machine. Years ago salesmen were so eager to persuade buyers of the superior usefulness of mechanical equipment that they purposely marked it extravagantly high, and so was founded the practice of representing that investment could be quickly absorbed in profit from operation. This practice still persists, in spite of the fact that it works manifest injustice to the cause of motor-wagon transportation.

It must be apparent to any clear thinking man that an unnecessarily high charge for depreciation compels the retention of an item of administrative expense which robs the machine of much credit for profitable performance. It is much more important for the business man to know precisely what advantage motor transport has over horse haulage than it is to feed him with artificial bookkeeping. General machinery is worked to full capacity whenever possible; it is dismantled, redesigned, and its life prolonged by all available means.

The modern system of repairing and maintaining motor wagons makes provision for the

retention, repair, remodeling, or strengthening of such parts as are subject to deterioration. With the possible exception of the frame, every part of a vehicle, given suitable repair, has indefinite life, and under such circumstances depreciation is almost wholly a matter of obsolescence. There are quite a number of ten-year-old motor wagons in service the parts and the equipment of which have been renewed from time to time. They are performing creditably wherever the duty expected of them is not highly competitive in character.

Few motor wagons have been consigned to the scrap heap, and these only because the design was radically at fault, or because their owners, ignorant of machine administration of any kind, made selection of units without due regard for the service in which they were employed. There are even instances on record where badly designed machines have been satisfactorily remodeled for service, which, by the way, is more than can be said, in most cases at least, for a badly designed quadruped.

Settling down to exact statement with respect to the service of a motor wagon, experience teaches that 150,000 miles is not too much to expect from well-designed models which receive expert administrative attention. On this presumption a two-ton truck traveling fifty miles a day for 300 days in the year would have a certain useful life of ten years, and the depreciation charge would be 10 per cent. per annum.



GASOLINE FIVE-TON TRUCK IN USE IN LUMBERING OPERATIONS IN THE BERKSHIRE MOUNTAINS





Photograph by the American Press Association, New York

PART OF ONE OF THE BIG CROWDS THAT ATTEND THE ORCHESTRAL CONCERTS AT  
THE MALL, CENTRAL PARK

(These concerts, given three times a week during the season, afford a remarkable demonstration of the popular appreciation of high-class music. From 5000 to 15,000 people make up an audience on a Saturday or Sunday afternoon. Printed programs are distributed, as at all the park concerts)

## NEW YORK'S MUNICIPAL MUSIC: TWO YEARS' ADVANCE

BY ARTHUR FARWELL

(Supervisor of Municipal Concerts, New York City)

IN the spring of 1910 action was taken in New York City which placed on a new and hitherto untried basis the municipal concerts that are given in summer in the public parks and on the recreation piers on the water front. This action was of a nature to admit of experiments of many kinds looking toward the determination of the public taste in music and its capacity for development. Under two years of the new régime the results in certain important directions have been so striking and decisive that they should now be made widely known.

It is true that the nature of the problem in New York City differs vastly from that which is to be met with in any other American city. But it differs chiefly in being more inclusive. Almost any problem of municipal music which could arise in any city or village in America is to be found working itself out in one or another corner of the great New York system, with its concerts by sixty-four bands and orchestras assigned regularly or in alternation to thirty-four parks and recreation centers. From an organization akin to the "village band," as at Tottenville, Staten Island, with farmers from miles about sitting with their families in their wagons listening to the concerts on the school green, to symphony orchestras playing the masterworks of the world's great musicians to vast crowds eager to hear, as in Central Park and on some of the recreation piers, New York City presents most of the phenomena which are to be observed in the giving of music to the people.

## MUSIC FOR ALL NATIONALITIES

There are localities where the audiences are composed wholly of Italians, who sing with the band everything from Santa Lucia to "Butterfly" and "Tosca." And there are localities whose music-lovers send in letters like the following, "Wap," be it understood, meaning *Italian*:

I am Glad We found Who gives out the Wap Music for the old 9th Ward at abingdon Square as We are all true americans We Dont Relish them Forighn Wap Music if you Will Please Give Some of the old time Sentimental Music We Will appreciate it Verry Much We Remain yours truely young Americans of the Old Greenwich Village.

The "Wap" music in question consisted of such old stand-bys of the band repertory as the overture to "William Tell," the sextet from "Lucia di Lammermoor," etc.

There are very few audiences representing the mixed population of New York, about the only instances of this being at the concerts at Central Park, Madison Square, Battery Park, and Bryant Park, adjoining the new Public Library. There might also be included two or three outlying parks, such as Fort Washington Park, overlooking the Hudson from the upper part of the city, the Staten Island parks, and the recreation pier at West 129th Street. Racial segregation is the rule. There are audiences of Hungarians, of Irish-Americans, of Russian Jews, of Bohemians, or occasionally audiences representing a mixture of two or perhaps three races, with a smattering of "Americans," whatever they may be.

## MUNICIPAL CONCERTS

The revolutionary action referred to was coincident with the incoming of the Gaynor administration. Municipal concerts in New York fall under the jurisdiction of two of the city departments: the Department of Parks, with Mr. Charles B. Stover as its present commissioner, and the Department of Docks and Ferries, whose commissioner is now Mr. Calvin Tomkins. To these two departments is made an appropriation for a summer season of from thirteen to fifteen weeks of public concerts, aggregating about \$100,000, sometimes a little less. This is for Manhattan and Staten Island, but does not include Brooklyn and the Bronx, where the Park Departments have their own appropriations and independent systems.

Previous to the present administration there was neither a musical advisory board

back of the expenditure of this money, nor supervision of the music in any manner. The privilege of giving band concerts was granted to certain leaders. In the golden age of the band in America with its Gilmores, Cappas, and Levys, the quality of the music took care of itself in no inadequate manner. The unregulated continuance of this system, however, and the extension of these grants to innumerable leaders, and musicians, often hopelessly bad ones, who were not in reality leaders but who managed to secure engagements as such, led to a degeneration of band music in New York, to which the public became awakened in the fall of 1909, with the exposure of "dummies" in the bands, that is, men who held instruments, and drew their pay, but who could not play a note.

## CITIZENS' COÖPERATION

The new commissioners, Mr. Stover and Mr. Tomkins, finding themselves, in the spring of 1910, confronted by the necessity of spending to the best advantage their respective appropriations for music, decided to call in a citizens' committee, a body representative of the citizenship of New York in its musical interests, with which to advise.

The membership of this committee, which remains intact the second year, is as follows: Mr. Walter Damrosch, Mr. Severo Mallet-Prevost, Mr. Harry Harkness Flagler, Mr. Whitney Warren, Mrs. John R. MacArthur, and Mrs. Howard Mansfield.

The commissioners, in consultation with this committee, decided to reduce materially the number of leaders appointed, making a careful selection and giving each a longer engagement, and to provide for a supervisor of the public concerts. In this action lay a revolution, which if it did not change the political and financial basis on which the concerts rest, at least transferred the direction of them to a musical judiciary. It made it possible to take great strides forward in giving good music, well rendered, to the people of New York, and to watch and record the results.

## THE PROBLEM OF "UPLIFT" IN MUSICAL TASTE

The appropriation of city money for the municipal concerts solves, in New York, the first problem of such public concerts, namely, their support. The remaining problem is to determine their character. And here arises the old and threadbare, yet ever renewed question of "uplift,"—whether to give the



Photograph by the American Press Association, New York

THE CROWD AROUND THE BAND AT ONE OF THE THURSDAY NIGHT CONCERTS AT HAMILTON FISH PARK, ON THE LOWER EAST SIDE

people "what they want" (which means what they are supposed by this or that person to want), or "what they ought to have" (which means what this or that person thinks they ought to have). If cheap or "ragtime" music—one must deal cautiously with the word "popular" after witnessing the *popularity* of Schubert, Wagner, and Tschai-kowsky with the tens of thousands in Central Park and elsewhere—if cheap music, then, gives the greatest pleasure to the greatest number, and brings forth the applause of the crowd; if uplift means misapplying the funds of the city by forcing upon people something which they do not want; if uplift means strain and effort disproportionate to the gain in improved public taste,—then why gratuitously undertake this unpromising and apparently uncalled-for work of "uplift"?

It is in some such pessimistic form as this that the question is commonly asked, or thought of, even if unasked. The sentimentalist and the untamed idealist will have ready answers, well intentioned and not wrong in general direction, but without the

merit of having a foundation in real life. The answers that are needed to these questions must spring from a practical trial under conditions as nearly ideal as may be obtained; and, hedged in with difficulties as they have been, the experiments of the last two summer seasons in New York may well be considered as constituting such a trial. A little observation of the practical results obtained will prove more illuminating than such discussion.

#### HIGH-CLASS SYMPHONY PROGRAMS RECEIVED WITH ZEST

The Mall, in Central Park, has been the sun around which has revolved the solar system of concerts of lesser proportions. There, under the trees on the terrace, great eager crowds have gathered three times weekly to hear the concerts of two alternating symphony orchestras, conducted by Arnold Volpe and Franz Kaltenborn. These crowds number habitually from five to ten thousand people, and on some occasions have been estimated to number upwards of fifteen

thousand. The people come from all parts of the city, and even from other cities, on Wednesday evenings and on Saturday and Sunday afternoons, many arriving two hours and more before the concert, in order to get desirable or favorite seats. Every concert is a gala occasion. Such a degree of persistent popular enthusiasm in any event would be somewhat surprising, but it becomes more so when we consider the programs which attract these great masses. One rendered by Franz Kaltenborn, for July 26, 1911, was as follows:

Berlioz, *Rakoczy March*; Beethoven, *Overture, "Lenore No. 3"*; Beethoven, *Fifth Symphony, last three movements*; Liszt, *Symphonic Poem, "Tasso"*; Herold, *Overture, "Zampa"*; Mendelssohn, *Andante from Violin Concerto (Mr. Kaltenborn, soloist)*; Strauss, *Waltz, "Thousand and One Nights"*; Wagner, *"The Rhinegold," Song of the Rhine Daughters, arrival of the Giants, Song of Fricka, Loge passing through Nibelheim, and entrance of the Gods into Walhalla*; Wagner, *"Ride of the Valkyries."*

And consider the following program, the first half of which is arranged historically, given by Arnold Volpe on September 13:

Bach, *Choral and Fugue (arranged by Abert)*; Hayden, *Finale, Symphony No. 13*; Mozart, *Overture, "Magic Flute"*; Beethoven, *Overture, "Lenore No. 3"*; Wagner, *Prelude to "Die Meistersinger"*; Wagner, *Wotan's Farewell and Magic Fire scene from "Die Walküre"*; Tchaikowsky, *Overture, "1812"*; Wagner, *Walthar's Prize Song from "Die Meistersinger" (violin solo by Maximilian Pilzer)*; Tchaikowsky, *Waltz from "The Sleeping Beauty"*; Wagner, *"Ride of the Valkyries."*

This program contained descriptive notes for most of the numbers, the suggestion for this having come to Commissioner Stover in a letter from a resident of Orange, N. J., who wrote that he attended regularly all the Wednesday evening concerts.

Many of the programs are on a similar high plane, and even those having a lighter cast are above the usual popular program in character. And still these concerts are not merely acceptable—they are phenomenally popular, and present on every occasion scenes of the greatest enthusiasm. It is doubtful if anywhere in the world a summer series of outdoor concerts is to be found which maintains such a standard, and draws such vast and enthusiastic crowds.

#### "RAGTIME" ON THE PIERS

Even more startling in its results, because of the swiftness with which those results have been obtained, is the symphonic orchestra

conducted by Arthur Bergh, which was instituted this year on the recreation piers, where heretofore only small brass bands have been heard. This innovation is without doubt the most radical step in musical uplift which the city has yet taken. The recreation piers are situated on the river fronts, east and west, and are frequented by the working people of the marginal districts, as artistically unsophisticated an element of the population as could be found, and oftentimes downright rough. Each of the eight piers, great double-decked, roofed structures, has a concert every night during the season. The pier audiences, up to the beginning of the present season, were familiar only with the usual repertory of the small band, largely ragtime up to 1910, when the new order of things accomplished an advance in the character of the programs, not however without threatened disaster, as on the West 50th Street pier on one occasion. This neighborhood bears a reputation for belligerency which would do honor to the realms of the ancient Irish kings from whom many of its residents are undoubtedly descended. On that pier the band has always played in perpetual terror. On the occasion in question, the leader—it was Mr. Bergh, who last year was in charge of one of the pier bands—having just played some music of a higher order than ragtime, was accosted by a "gang," whose spokesman delivered himself as follows: "Say, cut it out. What we want is ragtime, and plenty of it. We're tough!" (through his teeth) "and we want to *stay* tough; and we're proud of it!"

The leader thereafter kept some ragtime always handy on his rack, and as soon as he finished any number which savored of respectability, he shifted as speedily as possible to the ragtime, to make an acceptable finish and avert disaster.

#### RAISING THE STANDARDS

The incident represents an extreme condition, a bit of militant savagery in the midst of what is, at most, unsophistication. The pier audiences are in general well behaved, but to offer them anything in the nature of a symphony concert would have appeared sheer madness to many. The Dock Department, planning one organization larger than the other bands, in order to establish a higher standard, nevertheless accepted the writer's suggestion that it be an orchestra. The result was, that these people, many, perhaps most, of whom had never heard an orchestral organization of symphonic propor-





Photograph by the American Press Association, New York.

SCENE AT ONE OF THE SATURDAY AFTERNOON CONCERTS AT MORNINGSID PARK WHICH ATTRACT MANY CHILDREN OF THE NEIGHBORHOOD

tions in their lives, after two or three days of perplexity, were won over to enthusiasm for orchestral music. They were approached with simple and good programs, containing works by such composers as Massenet, Grieg, and MacDowell, and standard overtures, waltzes, and light opera selections. But before the close of the season they were responding with enthusiasm to Schubert's "Unfinished" Symphony, Goldmark's "Rustic Wedding" Symphony, and Mendelssohn's "Italian," which latter made a *furor* on the West 120th Street pier. These audiences now heard the standard overtures no longer as transcriptions for small bands, but in their original form, glowing with orchestral color, and became familiar with a multitude of works new to them,—the "Carnaval Romain" of Berlioz, "Siegfried's Death," compositions of Mozart, Tschaiowsky, Saint Saëns, and many others. In short, this marginal population found little difficulty in acquiring the beginnings of a modern cosmopolitan musical appreciation, and displayed enthusiasms which, under other circumstances, would never have had the opportunity of revelation. The human spirit is very tractable in these ways.

A liberal attitude toward compositions by native composers was maintained by all the orchestras, and the list of new American works brought out during the past two years

would mount up well. Some of these works have found their place in the concerts of the Boston Symphony Orchestra, and other orchestras of the great cities.

The seven pier bands, playing every night; and the many park bands, playing each once a week, have given the standard band repertory over the length and breadth of the city. Commissioner Stover has opened up many new music centers, giving concerts on the ground or on improvised platforms where there are as yet no band-stands. It is a weird sight, in the congested East Side at night, to see the extended circle of swarming and peering faces, lit by the glare of the calcium lights, surrounding the band which a few policemen save from being stampeded. This is in striking contrast with the afternoon concerts in the far uptown parks, as Morningside, or Colonial Park, where the people, young and old, recline at ease upon the grassy lawns or hillsides to hear the music.

There is a sameness about these band programs, due to the limitations of the repertory of the small band, which is the despair of one working for a broader and fresher influence in public music. But there is a vast difference in the degree of verve with which these programs can be given. Good, spirited conducting is more than half the battle in winning popular sympathy. It may be put down as a maxim that no composition is to be placed

on the *index expurgatorius* of popular disapproval until it has been given by the right conductor.

These bands never rehearse. Everything is played at sight in public, even new and difficult works. The musicians are supposed to be capable of anything, and many of them are. A leader will know what he may safely expect of his men.

The band concerts at Tottenville, Staten Island, already referred to, present a unique condition in the New York system. The members of this band are, with but a very few exceptions, business men of Tottenville who are musical amateurs. This band has met and rehearsed weekly for twenty years, under the sympathetic direction of F. L. Hadkins, who, like the others, is a business man and musical amateur. The spirit of these concerts, which have about them something of the village band concert of the olden days, is noticeably different from the purely professional band concerts in Manhattan,—the devotion which has produced the result becoming, as it were, something tangible to the auditor. Last year was the first in which this band had professional engagements from the city.

The occasional coöperation of the United Singers of New York, F. Albeke, conductor, and the People's Choral Union, under the direction of Frank Damrosch, should be mentioned. Choral singing should be encouraged as a feature of municipal music. It is likely to have an important bearing on public music developments later on, when a higher purpose and closer organization of forces has been attained.

Children's folk dancing on several of the recreation piers, three afternoons each week, has also been one of the most successful features of the past two years' activities. The children attend these events in great numbers and become very expert in many national folk dances, taught by young women provided by the Parks and Playgrounds Association. At the close of the season they are assembled, in costume, at one of the largest piers, for a Folk Dance Festival.

#### LESSONS FROM NEW YORK'S EXPERIENCE

In reviewing these results, and considering the general question of "uplift" *versus* "giving the people what they want," it may be possible to deduce a few principles that will have a practical bearing on experiments elsewhere, or upon further experiments in New York.

In the first place, it must be recognized that "uplift" is not to be thought of, or vaguely imagined, as giving the people what they do not want. The Socialist mayor of Milwaukee learned this not long since, when he instructed his municipal band leader to give the people plenty of ragtime, and the band leader's invitation for requests brought forth about 80 per cent. of requests for standard music.

In the second place, it must be recognized that no one can know what the people want until he has given them an adequate view of the whole range of the world's music for a period of time sufficient to enable them to become familiar with music of which they have had no previous knowledge. No opinion is to be formed on the basis of a public taste which has had no other opportunity of enlightenment than the hurdy-gurdy of the streets and the music of the moving picture shows. Nor is a musical rowdyism here or there, with its noisy acclaim of bad music, a gauge of the true public taste, latent or otherwise.

In short, there is no such thing as a flat question of "uplift" against "giving the people what they want." There are no marked boundaries. The public is made up of many elements, of groups of persons differing widely in temperament and in ready or latent appreciation. The wise musical administration will be the one which steadily holds the highest standards constantly before the people, despite factional contentions or personal disgruntlements, and which at the same time will not be squeamish about giving a liberal measure of ragtime where present conditions demand it. It is well known that purchasers of phonographs and player-pianos quickly tire of the cheap music which they get at the outset, and begin to ask for music of a higher quality. There has been no harm in letting them have "what they wanted" in the first place. The people cannot know what they want until they know what there is. The American public is woefully lacking in the knowledge of what exists. People, it is true, like the beasts of the field, "know what they want," but only within the range of what they already know. "Uplift," in public music lies not so much in winning people to like what they did not like before, as in giving them a chance to enjoy something which they did not know before. This does not mean that a symphony concert can with success be given to an audience wholly unprepared for it, although even that, under exceptional circumstances, has been done in New York. But it



Photograph by the American Press Association, New York

A SUNDAY AFTERNOON CONCERT IN THE WOODS AT FORT WASHINGTON PARK, NEAR 180th STREET AND THE HUDSON RIVER

does mean that, when sympathetically and not too suddenly approached, almost any audience will spontaneously rise to the enjoyment of music of the highest standards. Now that the great Central Park audiences have come to depend upon programs of so high a class, there would be nothing less than a revolt at the suggestion of lowering the standard.

#### SUPREMACY OF THE ORCHESTRA

The question is not one of programs merely. If the Central Park audiences would resent a lowering of the standard of the music given, it would be interesting to see what those audiences would do if the city were to suggest taking away their symphony orchestra and replacing it with the military band. They have long since learned to enjoy the infinite variety of tone colors of the orchestra, and to compare with it unfavorably the comparative sameness of sound of the band. And they have gained a familiarity with a wide range of the world's masterpieces, in all cases composed for orchestra, which are either impossible to the band or to be heard with the

band only in transcriptions conveying a wholly inadequate idea of the composer's conception. Once the decision is made to give to the people music of a quality equal to the quality of literature and painting given them in libraries and art museums, the orchestra becomes indispensable. The concert band, fine instrument that it has now become at its best, is but a development of the military band, which existed in the first place for purposes quite other than those of musical art. Music—the world's music to-day, and ever since Haydn, in fact—has gone the way of the orchestra, with its fourfold foundation upon strings, wood-wind, brass, and percussion. If the great music of the world is to be brought to the people as it was composed, it must be brought to them through the medium of the orchestra.

The orchestra cannot compete with the band in sheer loudness, though it does not fall far behind it in this respect, requiring only a proper shell or sound screen behind it to carry its sound adequately to the largest crowds. Such a shell is to be seen in perfection in Golden Gate Park, San Francisco, where the acoustics are extraordinarily good. New

York is thus far without such shells, although this will probably be remedied before long. The best answer to the criticism of the orchestra on the score of tone volume is the fact that the most brilliant and astonishing successes of the municipal music renaissance in New York have been due to the introduction of the symphony orchestras. The orchestral concerts in Central Park have drawn out greater crowds than ever attended concerts at this place before, and have attained an unprecedented reputation as brilliant public musical events. The newer orchestral experiment on the piers promises a similar development.

#### RESPONSIBILITY OF AMERICAN CITIES

Taking a broader view of the whole question of municipal music, American municipalities engaged in giving public concerts can no longer be unaware that a question of duty enters into the establishment and maintenance of musical standards. If it sufficed once for politicians, anywhere in America, to throw out a sop to the people in the form of nondescript band concerts, it no longer suffices. The United States is fully aware of its deficiency in public musical appreciation in comparison with many other countries, and in so far as any American municipal government touches the subject, it cannot shirk the responsibility of lifting the conditions as

nearly as may be to the level of the best present-world standards. National pride should dictate this, quite aside from the question of local betterment. American cities already pride themselves on their public libraries and art museums. They would scarcely do so if the libraries were given over to the dime novel and the art museums to the chromo. It is now time that Americans should be equally concerned in a public music of something better than a ragtime standard. The "popular song," like the poor, will always be with us, but it should not usurp the place which music in its broader aspects should hold in the life of the people.

Music, both as an interpretive and a creative art, has made such giant strides in this country of late years, that many hold it to be *the* American art. While it shows itself so phenomenally capable of prospering with the masses, it should be given every opportunity to grow and spread. The best in people is entitled to opportunity and recognition, even in faith, where its precise nature cannot be foreknown, and the experiments in New York show that in musical appreciation it is the part of wisdom to treat the people in the light of their better possibilities, without, however, being precipitate in demanding that they shall break faith with their cruder tastes. Such a course will accomplish the most in the furtherance of the national musical taste, talent, and genius.



ONE OF THE RECREATION PIERS (24TH STREET) WHERE FOLK DANCES ARE GIVEN



# THE STORY OF THE CIVIL WAR TOLD BY PHOTOGRAPHS<sup>1</sup>

BY GENERAL HORATIO C. KING

WE have it on the authority of the Librarian of Congress that nearly seven thousand treatises on the Civil War or some part of it have been issued since its close. This probably does not include the pamphlet publications, well-nigh innumerable, comprising addresses and brief sketches of striking incidents. A considerable number of the histories have been illustrated with more or less accuracy by sketches real and some fanciful. Doubtless many old veterans have wondered why some one did not undertake the collection and publication of the great number of actual photographs of every phase of army life, some of which were easily accessible through the Government or other sources. Still the primal difficulties in collecting photographs from all over the United States were not slight. It meant, too, a great outlay of money, and at times without adequate return. But at last the means has been found for the task which has culminated in ten splendid volumes, every page of which is a pictorial and literary treat.

## WAR-TIME PHOTOGRAPHY

Our familiarity with the outcome of the great discovery in 1839 of Daguerre has blunted our appreciation of its enormous benefit and value. The art was introduced in this country in 1840, and had been in general use not over fifteen years when the war broke out. The discovery of a method of multiplying pictures from a single negative by the photographic process was made only a few years before the secession of the Southern States. The dry plate was unknown. In our most recent war with Spain, every squad and company were provided with a kodak, and now no man or woman who is dragged into the limelight of publicity can escape the attacks of camera fiends. The veteran George G. Rockwood, the dean of the New York photographers, who died only a few weeks ago (July 10) in his

eightieth year, thus describes the wet process of the war period. We condense his statement somewhat:

The glasses, usually 8 x 10, were carried in dust-proof boxes. The plate was carefully coated with collodion, which carried in solution the excitants bromide and iodide of potassium or ammonia or cadmium. The coating of the plates was a delicate operation even in the ordinary well-organized studio. After coating the plate with collodion and letting the ether or alcohol evaporate to just the right degree of stickiness, it was lowered carefully into a deep "bath-holder," which contained a solution of nitrate of silver, about 60° for quick field work. This was done in the dark, except a subdued yellow light. When coated it was placed in a slide. When it was exposed, and it must be within five minutes, it was returned to the dark room to be developed within five minutes also, else it was love's labor lost.

## BRADY AND HIS EMULATORS

The accessories were a four-wheeled covered wagon for preparing and developing the plates and a small two-wheeled affair to approach the less accessible positions. When it is considered that many of these pictures were of battle scenes, taken under fire, it will readily be seen that it required a man of nerve to carry out the work. The first to undertake this arduous and oftentimes hazardous task was M. B. Brady, a native of Ireland, whose name has become a household word. He expended more than \$100,000, and practically bankrupted himself. The Government relieved his distress temporarily by purchasing his plates at the moderate cost of \$25,000, but he lapsed again into poverty and died in a hospital in New York City in the nineties, neglected save by a few old friends.

The wagon was sometimes enlarged to provide sleeping quarters for the operators, and its presence at the front always excited much curiosity and was commonly known as the "What-is-it?" Brady's example was followed

<sup>1</sup>The Photographic History of the Civil War. Review of Reviews Company. 10 volumes, 3500 pp., 3688 illustrations. \$31 per set.

by others, both North and South, one operator, A. D. Lytle, of Baton Rouge, training his camera on Union troops and furnishing the results to the Confederate Government, thus incurring the additional risk of being hung as a spy. Many of the war pictures were as finely executed as any of modern days, which is the more remarkable because the plates could not be touched up as now. The vicissitudes which followed the completion of the photographs cannot be described at length here. They were kicked about from pillar to post, seized for debt or laid away neglected in attics. It remained for modern publishing enterprise, by unexampled research, to ferret them out and by the wonderful half-tone process preserve and perpetuate them in enduring form. A small army of zealous workers has been engaged in this undertaking, and the photographs have been supplemented by descriptions of important events by historians, many of whom were active participants on either side in the struggle.

#### FIFTY YEARS AFTER

That was a beautiful and deeply impressive exhibition of the peace spirit at the recent semi-centennial celebration of the first battle of Bull Run, held jointly by the soldiers who fifty years ago confronted each other on that field in deadly combat. Hundreds met and fraternized as kindred spirits, and, forming in two lines, the men who wore the blue facing South and the men who wore the gray facing North, advanced with outstretched hands to greet each other and in fraternal embrace pledged eternal friendship. The memories of the struggle cannot be effaced, but its animosities are buried and forgotten. Moreover, no one, and least of all the young, can look at the gruesome representations of a battlefield after an engagement without being impressed and horrified by the awful tragedy. They will no longer regard military service in time of war as a gaudy show and picnic, but will realize that the Civil War was the most terrible of carnages, which claimed as its victims by shells, bullets, and disease in four years the staggering aggregate of nearly eight hundred thousand of the picked youth of the land. The conflict settled a great principle, the adjustment of which seemed impracticable, if not impossible, in any other way. Proposals of gradual emancipation had been obliterated in the angry oral and written contests, growing each year more and more heated, contests which, in the providence of God, could not be determined save by the

arbitrament of the sword. But it should afford no inducement to the youth of this age to "seek the bubble reputation at the cannon's mouth."

#### THE CAMERA'S UNPREJUDICED RECORD

The classification of the vast material collected through innumerable channels by the REVIEW OF REVIEWS Company was no easy matter. It has been made, however, with excellent judgment and skill under the direction of Mr. Francis Trevelyan Miller as editor, and Robert S. Lanier, managing editor, aided by a competent corps of assistants. Volume I opens with a Confederate photograph of Fort Barrancas, which Governor Perry of Florida had seized even before the bombardment of Fort Sumter. Such a work is appropriately dedicated "fifty years after Fort Sumter to the Men in Blue and Gray whose valor and devotion have become the priceless heritage of a united nation." Then follow a preface by the publisher and an editorial introduction, succeeded by a most interesting recital of how the photographs were made and the negatives procured, by Henry Wysham Lanier. President Taft manifests his approval of the project by a patriotic letter in which he writes: "We have reached a point, I am glad to say, when the North can admire to the full the heroes of the South and the South admire to the full the heroes of the North." Bitter animosity has subsided, and all must agree with him that now "we can look, not without love, not without intense pride, but without partisan passion, to the events of the Civil War."

#### CAMPAIGNS AND BATTLES RECALLED

In addition to the wealth of illustration, this volume contains admirable articles embracing a "Semi-Centennial Retrospect," or "The Photographic Record as History," by George Haven Putnam; "The Federal Navy and the South," by Rear Admiral French E. Chadwick,—a graphic account of the navy's part in the war, which is sometimes overlooked and is not generally appreciated to its full extent; "Records of the War between the States," by Marcus J. Wright, ex-Confederate Brigadier-General and Agent of the United States War Department for the Collection of Military Records; "The Strategy of the Civil War Leaders," by Eben Swift, Lieutenant-Colonel of the Eighth U. S. Cavalry. Then follows (in the remainder of the first and continuing through the second and third volumes)

the narrative of the battles and campaigns in chronological sequence, beginning with "Bull Run—the Volunteers Face Fire," the story of the initial contest between two poorly disciplined mobs, which "did the South great injury in that it left vast numbers to believe that the war was over and the South had won . . . and brought joy to the Confederacy and grief to the States of the North"; "The Fall of Forts Henry and Donelson," at which latter tragedy "Bull Run was offset by the victors who gained control of an extensive territory and captured a noble army (14,000 men) which could ill be spared by the South and could not be replaced"; "Shiloh, the First Grand Battle," where the indecisive engagement of the first day was turned into a victory for the Union forces on the second; "New Madrid and Island Number Ten," where Pope's success led to his unfortunate command of the Army of Northern Virginia in the Second Bull Run fiasco,—the last three vividly described by Henry W. Elson, Professor of History at Ohio University: "New Orleans—The Navy Helps the Army," where Farragut immortalized himself and Butler proved a most energetic and efficient executive, by James Barnes; "Fort Pillow and Memphis: Gunboats and Batteries," and "The Struggle for the Confederate Capital," including "Yorktown," "Up the Peninsula," "Fair Oaks," "In sight of Richmond," "The Shenandoah and the Alarm at Washington," "Seven Days," "The Confederate Capital Saved,"—all by the prolific and most interesting author, Professor Elson. The volume concludes with a condensed statement of the engagements of the Civil War, a chronological summary from December, 1860, to August, 1862, compiled by Captain George L. Kilmer from the Union and Confederate Archives in Washington City, and maps of the theater of war begin and end the volume.

#### STATISTICS OF BOTH ARMIES

The immensity of the unprecedented contest is well set forth by General Wright. On the Union side 2,865,028 enlistments are accounted for, but in all probability it will never be known how many of these were reenlistments. The first call was for three-months' men and three times the militia were called out to meet great emergencies, serving three months each time. Then there were calls for nine-months' and two-years' men in large numbers, one-hundred-day men to man the entrenchments and allow veteran troops to go to the front, and finally the enlistments

for three years or the war, many thousands of whom reenlisted in 1864, at the expiration of their term of service. The Southern enlistments, of which no very accurate record has been kept, numbered about a million. The apparent discrepancy between the forces is not so real when we consider that the North had a picket line from Maryland to New Mexico, and an immense country to guard and protect, as the Southern armies were forced Southward in the long struggle. The Union records were kept with practical accuracy and were not lost or destroyed to any great extent. The North lost 61,362 killed in battle; 34,733 died of wounds; 183,287 died of disease; 306 died through accident, and 267 were executed. The Adjutant-General in 1869 reported the total number of deaths at 303,504, but it is believed the loss was greater by many thousands. On the Confederate side, the tabulated rolls show that 52,954 were killed in battle, 21,570 died of wounds, and 59,297 died of disease. The last item is manifestly incorrect and far below a reasonable estimate.

#### THE STORY YEAR BY YEAR

The text of the second volume is by Henry W. Elson, already mentioned, and the photographic descriptions of this and Volume I are by James Barnes, author of "David G. Farragut," etc. A map of the theater of Southwestern campaigns and one of the theater of the Western campaigns open and close the volume, while the frontispiece represents the Dunkard Church, the center of the Antietam slaughter, after the bloodiest day's fight in the annals of the war. Part I, entitled "The Rise of Lee," includes "Cedar Mountain,"—where several Federal regiments attacked by vastly superior numbers lost 56 per cent.; "The Second Battle of Bull Run," "Antietam," "The Invasion of the North," "Fredericksburg," a disaster for a new Union leader, and "Chancellorsville and Jackson's Flanking Movement."

Part II embraces "The Opening of the Mississippi," including "Baton Rouge," "The Assault on Corinth," "The Mid-Winter Combat at Stone's River" (usually termed Murfreesboro by the North), and the sieges of Vicksburg and Port Hudson. Part III, "The Crisis," includes Gettysburg; Part IV, "Along the Tennessee" including "Chickamauga" and "The Battles on Lookout Mountain and Missionary Ridge," and the volume concludes with another statistical record by Captain Kilmer of the engagements from August, 1862, to April, 1864.



CAPT. A. W. GREELEY, 1863; LATER  
MAJ.-GEN., U. S. A.; CHIEF  
SIGNAL SERVICE  
("Signals"; "Telegraph")



BVT. BRIG.-GEN. T. F. RODEN-  
BOUGH, U. S. A., IN 1865;  
WOUNDED AT TREVILIAN  
AND WINCHESTER; LATER  
SECRETARY, U. S. MILITARY  
SERVICE INSTITUTION  
("Cavalry Editor")



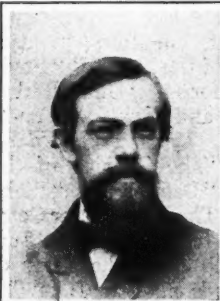
PRIVATE GEO. L. KILMER IN '64; WEAR-  
ING THE "VETERAN STRIPE"  
AT EIGHTEEN  
(Military Editor)



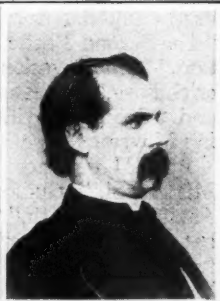
PRIVATE J. E. GILMAN; LOST AN ARM AT  
GETTYSBURG; COMMANDER-IN-CHIEF  
G. A. R. 1910-11  
("Grand Army of the Republic")



CAPT. F. Y. HEDLEY IN '64, AGE TWENTY;  
LATER EDITOR AND AUTHOR OF  
"MARCHING THROUGH GEORGIA"  
("School of the Soldier," "Marching and Foraging")



COL. W. C. CHURCH; LATER  
EDITOR OF THE "ARMY AND  
NAVY JOURNAL" AND AU-  
THOR OF LIFE OF U. S. GRANT  
("Grant")



T. S. C. LOWE, MILITARY BAL-  
LOONIST IN THE PENINSULA  
CAMPAIGN, 1862—THE  
FIRST WAR AERONAUT  
("Halleons")



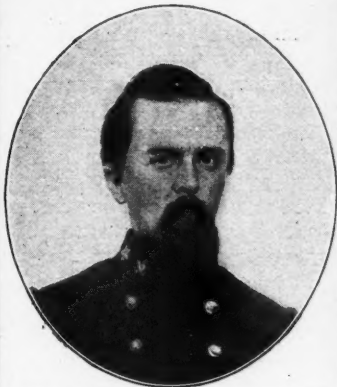
CAPT. T. S. PECK; MEDAL OF  
HONOR IN 1864; LATER  
ADJUTANT-GENERAL  
OF VERMONT  
(Contributor of many rare  
photographs)



COL. L. B. STEGMAN, WOUND-  
ED AT CEDAR CREEK, GETTYS-  
BURG, RINGGOLD, AND  
PINE MOUNTAIN  
(Consulting Editor)

WAR-TIME PORTRAITS OF FEDERAL SOLDIERS WHO CONTRIBUTED TO THE PHOTOGRAPHIC  
HISTORY HALF A CENTURY LATER





COL. HILARY A. HERBERT; LATER MEMBER  
OF CONGRESS AND SECRETARY  
OF THE NAVY  
("Losses in Battle")



LIEUT.-COL. J. W. MALLET; LATER  
PROFESSOR OF CHEMISTRY,  
UNIVERSITY OF VIRGINIA  
("Confederate Ordnance")



PRIVATE JOHN A. WYETH, IN '61, AT 16;  
LATER ORGANIZER OF THE NEW  
YORK "POLYCLINIC"  
("Confederate Raids")



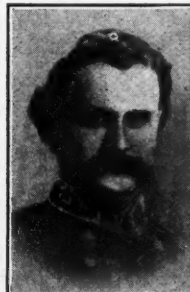
LIEUT. R. H. MCKIM IN '62; LATER RECTOR  
CHURCH OF THE EPIPHANY, WASH-  
INGTON, AND AUTHOR  
("The Confederate Army")



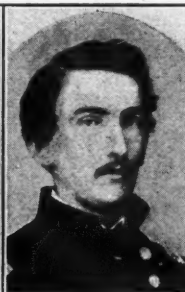
CAPT. FREDERICK M. COLSTON;  
ARTILLERY OFFICER  
WITH ALEXANDER  
("Memoirs of Gettysburg" and  
Many Rare Photographs)



ALLEN C. REDWOOD, OF THE 55TH VIRGINIA,  
WITH "STONEWALL" JACKSON; LATER  
ARTIST AND AUTHOR  
(Confederate Reminiscences; "Jackson")



BRIG.-GEN. M. J. WRIGHT;  
LATER U. S. WAR  
DEPT. AGENT  
("Records of the War"  
and Statistics)



COL. D. G. MCINTOSH;  
LATER ATTORNEY-  
AT-LAW  
("Confederate Artillery")



COL. T. M. R. TALCOTT;  
LATER CIVIL EN-  
GINEER  
("Reminiscences of the  
Confederate Engineers")



S. A. CUNNINGHAM;  
LATER EDITOR "CONFED-  
ERATE VETERAN"  
("United Confederate  
Veterans")



DEERING J. ROBERTS;  
LATER EDITOR  
"SOUTHERN PRACTI-  
TIONER"  
("Confederate Medical  
Service")

WAR-TIME PHOTOGRAPHS OF CONFEDERATE SOLDIERS: CONTRIBUTORS TO THE  
PHOTOGRAPHIC HISTORY

The third volume opens with a map of the theater of the campaigns in Georgia and the Carolinas, and a most interesting introduction by Major-General Frederick D. Grant, detailing the aims and purposes of the great General-in-Chief after his appointment as Lieutenant-General and assumption of the command of all the armies in the field, of which General McClellan was relieved in 1862. The necessity of one responsible military head had been apparent all through the struggle, and this President Lincoln again realized as indispensable to concentration and to obviate the shifting orders caused by the pressure of the impatient people of the North and members of Congress, who had but a limited knowledge and appreciation of the vital demands of the stupendous conflict. General Grant revived what was known as the anaconda plan, that is, to envelope the Confederate armies in the folds of the Union armies and by gradual contraction, keeping the separate forces of the Confederacy actively engaged, and unable to reinforce each other, either to crush the enemy in detail or so to narrow the circle of operations as to strike a decisive blow and end the war. The details of these movements are embraced in a series of admirable articles by the able historian, Henry W. Elson, embracing "The Battles of the Wilderness," "Spottsylvania," "Cold Harbor," "Drewry's Bluff," "Atlanta," "Sheridan in the Shenandoah Valley," "Charleston," "The Investment of Petersburg," "Sherman's Final Campaigns," "Nashville," "Fall of Petersburg," and "The Surrender at Appomattox." Captain Kilmer contributes a list of engagements from May, 1864, to May, 1865, and the photographic descriptions are by James Barnes.

The photographs covering this period are of especially thrilling interest, and impress the observer even more deeply with the awful carnage of these campaigns. The full-page portraits of Grant and Lee are to be noted. Indeed, a most valuable feature of the great work is the collection of portraits not only of all the prominent general officers on both sides, but also of thousands of others of lesser rank who contributed in a greater or less degree to the wonderful and unparalleled history of American valor.

#### CAVALRY OF BLUE AND GRAY

The cavalry of both armies is the theme of the fourth volume, edited by a prominent member of the cavalry arm, Theodore F. Rodenbough, Brigadier-General U. S. A.,

retired, whose armless sleeve is a memorial of his brave service. "Cavalry of the Civil War, its Evolution and Influence," is the initial chapter by him in which he traces the development of the cavalry from a headquarters guard or General's escort to the magnificent consolidated commands under such leaders as Sheridan, Stuart, Buford, Pleasonton, Fitz Lee, Merritt, Devin, Stanley, Wilson, Morgan, Grierson, Gregg, and others, which devastated vast territory and filled the country with alarm. The cavalry was fitly termed the eyes of the army, and its presence on both sides on critical occasions, notably at Gettysburg (Stuart), might have reversed the tide of battle. At the outset the South possessed a decided advantage over the North, because the Southern cavalymen had been trained from childhood in the saddle. The so-called Black Horse Cavalry at the First Bull Run appears to have inspired more terror to the retreating Union troops than any other arm, and wild were the stories of hairbreadth escapes. The Federal cavalry did not make a serious impression until the third year of the war. It is related of General Hooker that he playfully remarked that he had never seen a dead cavalryman, but this was before the organization of the troops into brigades, divisions, and a corps, when it became most formidable and covered itself with glory. General Rodenbough quotes Major McClellan, of the peerless cavalry leader General J. E. B. Stuart's staff, as saying:

During the last two years no branch of the army contributed so much to the overthrow of Lee's army as the cavalry, both that which operated in the Valley of Virginia and that which remained at Petersburg. But for the efficiency of this force it is safe to say that the war would have been indefinitely prolonged. From the time that the cavalry was concentrated into a corps until the close of the war, a steady progress was made in discipline. Nothing was spared to render this arm complete. Breech-loading guns of the most approved pattern were provided; horses and accouterments were never wanting, and during the last year of the war Sheridan commanded as fine a body of troops as ever drew sabers.

General Rodenbough contributes also "Cavalry Leaders, North and South" and "Famous Charges." The remaining articles are "The Federal Cavalry, its Organization and Equipment," "Federal Raids and Expeditions in the East," and also in the West, "Partisan Rangers of the Confederacy," "Outposts, Scouts, and Couriers," "Cavalry Battles and Charges," and "Mounting the Cavalry of the Union Army,"—all by Charles D. Rhodes, Captain, General Staff, U. S. A.;

"The Confederate Cavalry in the East," by Holmes Conrad, Major in the Cavalry Corps of the Army of Northern Virginia; "Morgan's Christmas Raid," "The Destruction of General Rosecrans' Great Wagon Train," and "A Ride through the Federal Lines at Night,"—all by John Allan Wyeth, M.D., LL.D., Captain of Quirk's Scouts, Confederate States Army. The photographic descriptions are by Roy Mason.

Captain Rhodes aptly says that good cavalry cannot be made in a month or a year. The first year of the war the Confederate cavalry was superior in every way. The second year showed marked improvement in the Northern cavalry, "but with a still notable lack of confidence in itself. It was not until the third year of its organization and training that the Union cavalry really found itself and was able to vindicate its reputation in the eyes of those who in the preceding period were wont to sneeringly remark that 'no one ever sees a dead cavalryman.'"

Who that participated can ever forget that glorious morning in April, 1865, when the Cavalry Corps under Sheridan moved gayly out from City Point to destroy, if possible, the last open line of communication with Richmond, and how the next day, with nine thousand men fighting dismounted, we pressed the Confederates back into their works at Five Forks. It was the opening of the last great battle, and when Grant decided, in response to Sheridan's suggestion, to "push things," then was the beginning of the end, which, after a running fight of a week, culminated in the surrender at Appomattox. Foes became friends and the bloody conflict was practically over. All these and a thousand other thrilling experiences in the cavalry service are graphically detailed in the volume, and made the more impressive by the life-like scenes which the photographs present with absolute truthfulness, about which there can be no controversy. The cavalry was a gigantic organization, and its equipment, care, and brilliant services form the most interesting and romantic chapter in the great war history.

#### THE FORTS AND THE BIG GUNS—FEDERAL AND CONFEDERATE

Volume V is devoted to a description of the "Forts and Artillery," including also the Engineers' and Ordnance Departments. It is edited by Captain O. E. Hunt, U. S. A., Instructor in Modern Languages at West Point, and the contributors include Captain Hunt,

Lieutenant Frederick M. Colston, Ordnance Officer of Alexander's Battalion of Artillery, Longstreet's Corps C. S. A., Colonel T. M. R. Talcott, C. E., Commanding the Engineers of the Army of Northern Virginia, Colonel David Gregg McIntosh, C. S. A., and Lieutenant-Colonel J. W. Mallet, C. S. A., Superintendent of the Ordnance Laboratory of the Confederate States and later Professor of Chemistry in the University of Virginia. The importance of forts and improvised protection in the field, held at the outset in light esteem, developed as the war progressed, and the speed with which troops dugged and delved even on the charging lines of battle was well-nigh marvelous.

No previous publication has described so fully this work of both Union and Confederate soldiers alike. The tide of battle was not infrequently turned by the rapidity with which these improvised defenses were constructed. The spade became a valuable and indispensable ally to the gun, and the soldier soon learned to appreciate that self-protection, as far as it was practicable, was no evidence of a lack of courage. Napoleon had long ago demonstrated the effectiveness of the artillery arm, and the Union forces were more quick to appreciate this than their Southern antagonists. How far the massed artillery at Gettysburg determined the Union success, is not an open question, although that arm under the magnificent direction of General Hunt was well met by the skilful handling of the one hundred and fifty guns of the Confederates by General Alexander. The close fighting at the Bloody Angle on the third day of the crucial battle attests the terrible efficiency of light artillery at close range.

The value of the pontoons, the speedy restoration of destroyed bridges and railroads and their rolling stock, the construction of forts and block-houses, form a most interesting feature and exhibit the ability of skilled artisans, who were to be found in the ranks of all the armies and particularly of those recruited in the North. The contents are both varied and interesting and comprise "Federal Artillery and Artillerymen," "Defending the National Capital," "The Ordnance Department of the Federal Army," "The Ammunition Used in the War," "Entrenchments and Fortifications," "Engineer Corps of the Federal Army," "Federal Military Railroads," and "Defending the Citadel of the Confederacy,"—all by Captain Hunt; "The Ordnance of the Confederacy," by Captain Hunt and Lieutenant-Colonel Mallet; "The Confederate Artillery," by Colonel McIntosh;

"Memories of Gettysburg" and "Reminiscences of the Confederate Engineer Service," by Colonel T. M. R. Talcott.

Maps of the defenses of Richmond and of Washington open and close the volume and the photographic descriptions are by Roy Mason and Colonel W. R. Hamilton, U. S. A., retired. There is the usual wealth of illustration, profoundly interesting and impressive.

#### THE NAVY'S WORK PORTRAYED

There is endless glorification of the army, and all of it well deserved, but the work of the navy is neither as well known nor widely appreciated as it should be. It is sufficient to say that, without the blockade, victory for the Union would have been greatly delayed if not indefinitely postponed. It is the province of Volume VI to give an enlightened view of the priceless services of this arm, not only in obstructing the ports to blockade runners, but in sea-fights unsurpassed in naval history. The world has its great marine heroes, but Farragut in heroic daring undoubtedly heads the list. The text of this volume is supplied by James Barnes, heretofore mentioned, the author of "David G. Farragut" and also of "Naval Actions of 1812," and other naval and historical works. The photographic descriptions are by Mr. Barnes and Robert Sloss. Rear Admiral F. E. Chadwick furnishes a most concise and interesting introduction. From it we gather that at the opening of the year 1861 the "whole steam navy of the United States . . . consisted of but twenty-nine ships." Five of these were laid up and only one was ever utilized. The blockade, therefore, was simply a paper one and it was not until near the close of the conflict that the ports throughout the South were almost completely sealed to the swift and audacious blockade runners.

The Admiral furnishes food for thought in the assertion that had proper energy been shown by the authorities at Washington to hold the forts on the Southern coast, there would have been no war. He claims that two hundred men at each fort would have been sufficient to secure them against any force of green recruits, and these disciplined soldiers could have been readily obtained by denuding the forts at the North of trained men whose places might have been filled with the militia. He believes that "had these (Southern) forts been occupied by Federal troops and had Sumter been properly reinforced, there can be little question that secession would have ended with the act of

South Carolina." . . . "Had the *Brooklyn* been sent, as President Buchanan, to his credit, be it said, intended and as had been first arranged, the secessionist battery would not have dared to fire upon the powerful man-of-war, or had it dared, the few guns of the battery or of all the improvised defenses, none of which had before fired a shot, would have been quickly silenced by the *Brooklyn's* guns; the ship would have occupied the harbor, Sumter would have been manned and provisioned, and Charleston Harbor would have been permanently in the hands of the Federal authorities." The answer to this is that the South was crazed and misled by specious hopes of recognition as a separate Confederacy and would have dared anything. It was best so, for the "irrepressible conflict" between freedom and slavery had to be fought out some time and then was as propitious a time as any.

The rest of the articles in this number, all by Mr. Barnes, are "The Organization of the Federal Navy," "The Organization of the Confederate Navy," "First Expeditions of the Federal Navy," "The Blockade," "The Birth of the Iron Clads," "The Most Famous American Naval Battle" (the *Monitor* and *Merrimac*); "The Most Daring Feat" (passing the forts at New Orleans); "Fighting on the Mississippi," "The Actions with the Forts," "Naval Actions along the Shores," "The Sea Life of '61," "The Confederate Cruisers and the *Alabama*," and "Naval Chronology, 1861-1865."

Mr. Barnes circumscribes further the weakness of our navy in 1861. There were but ninety ships, and of these only forty-two "were in any measure ready for active service." The rest were laid up in dock yards for repairs, and the startling fact follows, that "there were but two ships available to guard the entire Atlantic coast." But during the war the navy "rose to a force of 569 steam vessels, and over 50,000 seamen. There were over 7500 volunteer officers, taken chiefly from the merchant marine, whose occupation by reason of the Confederate cruisers was temporarily suspended. Although these privateers carried terror to United States merchantmen, the result was rather insignificant in its bearing upon the progress of the war, amounting to about \$10,000,000, which was subsequently repaid under the *Alabama* claims arbitration.

An important service has been rendered the navy by Mr. Barnes in presenting in statistics and in brilliant description the services and value of the sailors, whether engaged in



the tedious, enervating, and for the most part inglorious inactivity on the blockade or in the magnificent actions, chief of which were the capture of New Orleans and Mobile, which cleared the Mississippi and severed the Confederacy in twain. The entire expense of the navy during the four-years' war was "a little over \$314,000,000, or but 9.3 per cent. of the total cost of the war."

#### PRISON AND HOSPITAL LIFE PICTURED

There is much in the excitement of campaigning and camp life to compensate in some degree for the hardships and actual dangers, but there is no such compensation in prison life, to which hundreds of thousands on both sides of the line were subjected. It may be "sweet to die for one's country" but there is nothing attractive in being cooped up in cramped buildings or stockades, with nothing to do and oftentimes with little to eat and nothing to hope for but exchange or death. It is the saddest story of the unhappy contest. Next to it comes the suffering in the hospitals—notwithstanding the herculean efforts to provide the most modern appliances and surgical experience.

The narrative is aptly and impartially told in Volume VII, edited by Holland Thompson, Ph.D. Assistant Professor of History in the College of the City of New York, who contributes articles on "Prisoners of War," "Northern and Southern Prisons," "Exchange of Prisoners," "The Life of the Captured," "Soldiers who Escaped," "Treatment of Prisoners," "Provost Marshals," and "Private Agencies of Relief." The other articles comprising Part II are "The Army Surgeon and his Work," and "With the Ambulance Corps," by Edward L. Munson, Major in the Medical Department, U. S. A.; "Medical Service of the Confederacy," "The Surgeon in the Field," and "Permanent and General Hospitals,"—all by Deering J. Roberts, M.D., late Surgeon, Confederate States Army. An appendix contains the Cartel of July 22, 1862, "Personnel of the Federal Medical Department," "Union Surgeon Generals and their Work," and "Personnel of the Confederate Medical Department." The photographic descriptions are by Roy Mason.

In the treatment of the delicate topic of "Prisoners of War," Dr. Thompson aptly quotes an extract from Rhodes' "History of the United States," which is suggestive and cogent. He writes: "In this mass of material the man with a preconceived notion can

find facts to his liking. . . . In no part of the history of the Civil War is a wholesome skepticism more desirable, and nowhere is more applicable a fundamental tenet of historical criticism that all the right is never on one side and all the wrong on the other."

According to General F. C. Ainsworth, when Chief of the United States Record and Pension Office, the Union soldiers captured during the war numbered 211,411. Of these 16,668 were paroled on the field and 30,218 died in captivity. On the Confederate side 462,634 were captured, but this includes the armies which surrendered at the close of the war and are embraced in the 247,769 who were paroled. Those who died in captivity numbered 25,796. Unfortunately the records in Southern prisons were inaccurate and incomplete and those of several large prisons were lost or destroyed. On the other hand the records in the Northern hospitals and prisons were kept with as great accuracy as the daily morning reports of the troops in active service.

The fare and lodging of prisoners became a very serious problem to both sides. As the war progressed, the number of prisoners increased and the Federal Government was compelled to abandon its untenable position not to recognize the South as belligerents. Exchange of prisoners was made and continued until the last year of the war, when General Grant insisted that, as the war seemed likely to be one of extermination, to return 40,000 Confederate prisoners nearly all of whom were in condition to reinforce the depleted ranks of the enemy, was bad policy. It would restore to the South a great army with which to prolong the war. On the other hand our weakened and emaciated prisoners, when set free, were entirely unfitted for active service for months after their release, and many more thousands were entitled to their discharge by reason of the expiration of their term of service.

As the Southern supplies became reduced, it affected the armies in the field as well as the Federal prisoners and this accounts in a large degree for the privations, sufferings, and death which characterized especially the period after exchanges were suspended. At all times, Southern prisoners had more and better food to eat than their less fortunate Northern brethren and better quarters, though at times all the prisons were greatly overcrowded. There was, too, in some instances, inefficient management by poor or inexperienced commandants, and much privation was on several occasions caused by the

retaliatory measures projected by both governments. Besides, the extreme heat of the South, to which the Northern troops were unaccustomed, and the severe rigors of Northern winters, to which the thinly clad Southerners were strangers, increased the terrors and the mortality of those in confinement.

In the Southern prisons medical attendance and medicines were insufficient and thousands who might have survived, died from this prolific cause. Of all the prisons in both sections, Fort Warren alone escaped complaint. There under the paternal and benign influence of Colonel (later General) Justin Dimmick, the commander, the conditions rendered the lives of those restrained of their liberty as comfortable as was possible under the circumstances. The two prisons which earned the worst reputation were at Andersonville, Georgia, where the mortality reached 33 per cent., and Camp Douglas, Illinois, where it registered 10 per cent. in a single month. The picture is lurid, no matter from what point it is viewed, and as an object lesson, this alone should discourage all who are ambitious to seek fame at the cannon's mouth, and abolish war forever between civilized peoples.

Nor is the story of the hospitals much less gruesome. Until the Christian soldier "Stonewall" Jackson set the example, captured surgeons were treated as prisoners of war and to avoid the horrors of prison life these non-combatants, whose sole duty it was to alleviate suffering to the wounded, without regard to the color of the uniform, were forced to leave their charges to suffer or die unattended. This humane provision was subsequently approved by Generals McClellan and Lee, although later it was temporarily interrupted. The Geneva Convention later made this status imperative in all future wars. The presence of the surgeons on the firing line is attested by the number of casualties, a record of which on the Northern side has been preserved. Thirty-two were killed, eighty-three were wounded, and four died in prison. Besides these, seven died of yellow fever, nine by accident, three of cholera, and 271 of other diseases incident to camp life.

The rapid strides in medicine and especially in surgery since the war must not be overlooked. Sanitation, and notably the providing of pure water, was scantily carried out and "nothing in the way of antiseptics was provided. The cleanliness of wounds, except in respect to the gross forms of foreign matter, was regarded as of little or no importance," says Dr. Munson. While the North-

ern surgeons and hospitals were plentifully supplied with proper medicaments and the most advanced surgical instruments, the South was in sore distress for good tools, and especially for the indispensable quinine and morphine, and had to find inferior substitutes in medicinal herbs. All sorts of schemes were devised to replenish at times the almost exhausted stock. Blockade-running was one source, raids by the cavalry and captures of poorly protected medical wagons another. Forrest alone in his memorable and devastating raid captured three army wagons containing medical supplies estimated to be worth at least \$150,000 in gold. Smuggling was another source of recoupment. Dr. Roberts tells how "many petticoats were quilted in the shadow of the dome of the Capitol at Washington and in other Northern cities, worn through the lines by Southern ladies and relieved of their valuable padding of quinine and morphia in Richmond."

This volume will be especially attractive to the medical fraternity, who will probably deduct from its perusal the conclusion that, under conditions as they exist to-day, the mortality would have been reduced one-fourth, if not by a larger percentage.

#### THE SOLDIER'S DAILY LIFE IN MANY PHASES

Volume VIII treats especially of "Secret Service" and the more minute details of soldier life. It embraces an introduction by Charles King, Brigadier General, U. S. V., and well-known author, on "The Two Practical Problems of the General," and other articles by him on "Marshaling the Federal Volunteers," "Boys Who Made Good Soldiers," and "With the Veterans," besides contributions on "The Business Side of War-Making," by William B. Shaw, "Glimpses of the Confederate Army," by Randolph H. McKim, D.D., and late A.D.C. in the Confederate Service; "The Confederate of '61" and "The Confederate in the Field," by Allen C. Redwood of the 55th Virginia Regiment, C. S. A.; "The School of the Soldier" and "Marches of the Federal Armies," by Fenwick Y. Hedley, Brevet Captain 32nd Illinois Vols., "The Secret Service of the Federal Armies," by George H. Casamajor, "The Secret Service of the Confederacy," by Captain John W. Headley, of the Confederate Army, "The Signal Service" and "Military Telegraph," by Major General A. W. Greely, U. S. A., and a personal "Reminiscence on the Balloons with the Army of the Potomac," by T. S. C. Lowe, who introduced

and made balloon observations on the Peninsula for the Union Army. The photographic descriptions are by Roy Mason and Col. Lewis R. Stegman.

The difficulties of campaigning in the enemy's country were greatly increased by the absence of accurate information and intelligent loyal guides. The labor of gaining reliable information fell upon Northern scouts and spies, and in the earlier years of the conflict, the organization was imperfect and unreliable. How and what was done are here fully described together with pictures showing how it was done and the prominent men and women who did it. Rhode Island was the first to show special honor to this branch by erecting in July last, a statue in Providence of Major Young, chief of Sheridan's scouts.

In this volume are also a number of photographs of militia regiments which came to the rescue at the opening of the war and twice at least thereafter, among them the then and still famous Seventh of New York City, which was the first New York regiment to reach Washington after President Lincoln's call for troops in April, 1861. It later furnished 606 officers to the volunteer force. There are depicted also the 8th, 12th and 71st, which lost some men at the first battle of Bull Run, the 4th New Jersey, and others.

In no other published work, so far as the writer is informed, are the subjects treated in the eighth volume of the "Photographic History" so fully or authoritatively set forth.

#### POETRY AND ELOQUENCE OF THE WAR

Such a comprehensive work would have been incomplete had it omitted to treat of the songs and notable addresses inspired by the great struggle. It is true that many of the songs are little more than doggerel, but they awakened the sentiment that "makes the whole world kin." A very large part are now seldom seen or heard and many have passed into obscurity. The most popular have been kept alive by the vocal organs of the old veterans who will continue to enliven their camp fires, the post meetings of the Grand Army of the Republic, and the camp associations of the United Confederate Veterans, so long as there are enough left to constitute a chorus. It is the province of Volume IX to embalm for future generations the poetry and eloquence of Blue and Gray and to perpetuate the likenesses of the authors whose words and music served to keep patriotism at fever heat. It seems almost anomalous that the young sol-

dier, even on the eve of a great battle, was wont to indulge in sport and joke and song. There was something in his profession that enabled him to live for the day only. His sole responsibility was to obey orders and do his duty; the Government did the rest. Were it otherwise, duty would have been an unceasing burden and the tented field a dreary monotony. The volume is edited by Dudley H. Miles, Ph.D., sometime University Fellow in Comparative Literature, Columbia University, with foreword by William P. Trent, LL.D., Professor of English in the same institution, with an Appendix,—"Songs of the War Days," edited by Jeanne Robert Foster. Some of the sub-titles are "The Spirit of Nationality," "Brotherhood," "Separation and Reunion," "The Heritage from the Nation's Heroes," "The Humor of the Grimmiest Profession," "Sweethearts and Wives," "Scenes from Soldier Life," and "Lincoln." Especially noteworthy are the portraits of Oliver Wendell Holmes, Sidney Lanier, Charles Sumner, the eloquent Grady of Atlanta, Bret Harte, Julia Ward Howe, James Russell Lowell, Walt Whitman, and Richard Watson Gilder; and also of the President of the Confederacy taken before, during and after his occupation of that office.

#### PERSONNEL OF BOTH ARMIES

The tenth and concluding volume exhibits no diminution in interest and attractiveness. It is especially rich in its abundance of portraits and the wonder grows how it has been possible to collect the hundreds of likenesses which enrich the volume. "It is the purpose," writes Mr. R. S. Lanier, "to represent in some coherent form the men of the Civil War. The first three volumes, devoted to narrative in the largest sense, and to scenes, could present portraits only of officers and men connected with particular operations. Each of the next six volumes, occupied as it is with a special phase of war-time activity—cavalry, artillery, prisons and hospitals, or the like—naturally emphasizes in its personal mentions and portrayals the men of the respective specialties." This volume is therefore devoted to the consideration of the personnel of the Union and Confederate armies.

"That there are limitations," he continues, "is evident. The nature of the work decides its scope to a large degree. The war-time camera has been the arbiter. Here and there it caught the Colonel as well as the General, the Captain as well as the Colonel, and the

private as well as the Captain." And we fully endorse the statement that "its work was well balanced, marvelously so, and the results are before the readers of the 'Photographic History.'"

Here are presented admirable biographical sketches of General U. S. Grant, by Brevet Lieutenant-Colonel William C. Church, his close friend for many years; of General Robert E. Lee, by William P. Trent, Professor of English Literature in Columbia University; of General W. T. Sherman, by Walter L. Fleming, Professor of History in the Louisiana State University; of Lieutenant-General Thomas J. (Stonewall) Jackson, by Allen C. Redwood of the Stonewall Brigade; and articles on "Losses in the Battles of the Civil War—Their Meaning," by Colonel Hilary A. Herbert, C. S. A., ex-Secretary of the Navy; "Battles and Casualties of the Civil War," by General Marcus J. Wright, "The Grand Army of the Republic," by John E. Gilman, late Commander-in-Chief, G. A. R.; "The Federal Armies," "The Corps and their Leaders," "The Confederate Armies and Generals," "The Organization of the Veterans," and "The United Confederate Veterans,"—this last by Samuel A. Cunningham, proprietor of the *Confederate Veteran*. The work concludes with a complete roster of general officers, both Union and Confederate, and an index. The photographic descriptions are by Roy Mason and Captain George L. Kilmer.

#### THE CAMERA'S CONTRIBUTION TO HISTORY

In this review the effort has been to make as clear and concise a summary as practicable of this superb publication. With rare exceptions, which, with occasional errors, should and doubtless will be eliminated in a future edition, the story has been told in the spirit of the martyred Lincoln, "with malice toward none and charity for all." It has not been possible here to do full justice to all, editors, historians, and co-laborers who have contributed to this work of incalculable value. Special tribute is paid by the editors to Captain George L. Kilmer, U. S. V., a life-long devotee to the literature and records of the Civil War, to Mr. George H. Casamajor, historical editor, for his painstaking research and accuracy, and to Mr. Herbert T. Wade, as literary editor, who has supervised the development of the text to "seeing the pages through the press."

This great work is a most worthy successor and supplement to the "Battles and Leaders

of the Civil War," published a quarter of a century ago. The latter publication has always been recognized by history makers as a most useful record for reference. It made no attempt to treat of prisons, the medical, ordnance, and quartermaster's departments, the organization of armies, the secret service, and it necessarily omitted ten thousand details presented in the "Photographic History" which will be found even more valuable as an aid to the future George Bancroft who is yet to write a comprehensive and exhaustive history of the great war.

It was feared by some that such a work would tend to keep alive the animosities of the war. The contrary is true. The impartial description by soldiers of both armies, North and South, serves rather to excite admiration of the heroic valor which characterized the soldiers of both sections. For there was no difference in their fighting qualities. The South had the wisdom to utilize at once its West Point officers in positions of high rank and responsibility, while the Federal Government, for at least two years, mistakenly held the regular army together as a unit, while volunteers, officers and men, were learning the art of war. This accounts in some degree for the frequent reverses of these two years, which did not result from any lack of valor on the part of the rank and file. In the summer of 1862, Henry Ward Beecher was in London, where he was twitted by an Englishman with the non-success of the Union forces. Said he, "Mr. Beecher, your Northern troops do not seem able to conquer their Southern brethren?" Mr. Beecher, a little nettled, replied, "No, sir, but you see they are not fighting Europeans; they are fighting Americans."

The REVIEW OF REVIEWS Company has earned lasting gratitude in issuing such a publication, in which all subjects are handled with freedom and, as already stated, without acrimony. The photographs introduce the reader to the "innermost circle" of army life, and he comprehends more and more the glories, the vicissitudes, and the horrors of war. To lovers of history it is a fascinating pictorial and literary feast. To the generations born since the great struggle it opens a most attractive field, while the veterans of '61 to '65 with it will live over again the memories of the days when, shoulder to shoulder, they stood together, the South in defense of what her sons believed to be right, and the North for the preservation of the Union, which has grown to be the most powerful nation on earth.



# FEDERALISM IN CANADA AND IN THE UNITED STATES

BY ALBERT J. BEVERIDGE

(Formerly United States Senator from Indiana)

THAT Canada is a nation in the making and in the very beginning of that making, you may see everywhere. Indeed, there is not one phase of Canadian life and activity that does not tell the story of nation-building. But nowhere does this so force itself upon you as when you study the forming of the Canadian Government, and especially its development of a national, constitutional, and judicial system.

## CANADA'S FEDERAL SYSTEM

To make it plain to American readers, it should be explained that the various provinces of the Dominion of Canada correspond to the States of the American Republic; and the general Government of the Dominion corresponds to our national Government. But here, almost, the analogy ends. Almost, but not quite.

For while these provinces have their provincial parliaments and provincial governments and the Dominion has its Dominion Parliament and Dominion Government, just as with us, yet even at this dawning of the Canadian nationality the Dominion Government already has broader national powers than we Americans have achieved in a hundred years; broader than we are likely to secure for ourselves in many a decade to come.

## THE DOMINION A NATIONAL GOVERNMENT

The statesmen who drew the plan of the Canadian nation had studied our own history very closely and noted the disastrous results of the doctrine of States' rights. It is worth mentioning that the Canadian constitution was framed only two years after our Civil War closed. So these Canadian nation projectors had before them an object lesson of battle and desolation framed in a flaming rim of war.

At the very beginning, then, the Canadian constitution made the Dominion Government a truly national government. Canadian statesmen saw to it that the welfare of the Canadian people as a whole should not be

prevented by any lack of authority on the part of Canada's national congress. They took infinite pains that no Canadian province (state) should interfere with the progress of the entire Canadian people. The American idea that a State is sovereign with respect to the nation on any possible matter affecting the general welfare, to the Canadians is absurd.

For example, if we in the United States try to pass a law through Congress to protect the morals of our people by prohibiting lottery tickets from interstate commerce, it is resisted at once upon the ground that it interferes with the "rights of our States."

If the Beef Trust, with packing houses located in a State, prepares and sells diseased meat to the people of the whole country and we try to prevent this by a national law, we hear learned arguments of the "constitutional lawyers" about this being an infringement on the rights of the States.

Scarcely a single evil has been practised on the American people by selfish interests which when attacked in our national Congress has not hid itself behind the American doctrine of "States' rights."

Just this fundamental defect, as Canadian statesmen believe it to be, was conspicuously before their eyes when the British North America Act, which is the Canadian constitution, was drawn. The conflict of the national idea and the States' rights idea, which had culminated in the most destructive war of history, was on their minds and consciences. And they resolved that Canada never should have such a desolating experience.

So the Canadian national government is made supreme to a degree we Americans never can achieve until our whole framework of State and national government is rearranged and rebuilt.

## CANADIAN PROVINCIAL GOVERNMENTS RESTRICTED TO LOCAL ACTIVITIES

It is said that all the powers not expressly delegated to our national Government are reserved to the States or to the people.

Thus at the outset our national Government is limited. And so during the century and a quarter of our existence, whenever the Government of the whole American people has tried to do anything for the good of the whole American people, the effort has succeeded only after long-drawn-out litigation and desperate battle.

But in Canada this idea is exactly reversed. The Canadian national government can do anything which is not expressly and in specified terms given to the states (provinces) of the Canadian union. And the things which these Canadian states or provinces can do are very few and purely local, such as direct taxation for raising provincial revenue; or borrowing money on the exclusive credit of the provinces for provincial purposes; or the management and sale of public lands belonging to the provinces; hospitals, asylums and the like; purely local works within and affecting only the provinces themselves; the incorporation of purely provincial or state companies; the solemnization of marriage within the provinces; property and civil rights within the provinces.

In short, the states of the Canadian Nation cannot do anything except such things as are essentially local and private.

#### THE WIDE FIELD OF NATIONAL LEGISLATION

But Canada's national government and congress (Parliament) can do absolutely anything except those few things which in terms are assigned to the Canadian states. To make this clear, Canada's constitution specifies twenty-nine special subjects of legislation and government over which Canada's national government is paramount and supreme, such as the regulation of trade and commerce; the raising of money by any mode or system of taxation; navigation and shipping; currency and banking; bills of exchange and promissory notes; naturalization of aliens; marriage and divorce; criminal law, etc.

These are merely examples. But because these twenty-nine subjects are specifically and in terms set out as belonging exclusively to the Canadian national government and congress, you must not think that other subjects not thus specifically described are denied to Canada's national government.

These specified subjects are *only by way of illustration*—they are set forth so that there cannot be any possibility of mistake about it. Absolutely all other subjects which are not in express terms given to the states of the

Canadian Union are given to Canada's national government.

Pretty broad powers, you will say. "Why," said a constitutional American lawyer to me in discussing this question, "why," said he, "the Socialists do not ask any more than that in their program for nationalizing, as they term it, the American Government."

#### PROVINCIAL LAWS SUBJECT TO DOMINION AUTHORITY

But the effort of the fathers of the Canadian constitution to make the Canadian people a nation in fact as well as in name did not stop there. For every law passed by a Canadian state (province) must be laid before the Canadian national government. And the national government can approve or disapprove that act—"disallow" it as is the term of the Canadian law.

And "disallow" it how? And by whom? By the Canadian national Parliament or congress? You would think so. But not at all.

Any law passed by a Canadian state can be "disallowed"—that is, vetoed and rendered null and void—by the Governor in Council, as the technical term is, that is by the Premier and his cabinet. For the advice of the Premier and his cabinet as a practical matter must be followed by the Governor-General, who represents the Crown.

It is just as if with us a State law had to be laid before the President and his cabinet to be approved or disapproved by them.

As a matter of fact, of course, the Canadian national government very seldom "disallows"—that is, vetoes—a law passed by any Canadian state. For example, out of seven or eight thousand laws passed by the provinces of Canada, only about forty, I believe, have been disallowed by the national government.

The theory seems to be developing that provincial legislation shall be approved unless it directly conflicts with a national policy of Canada as a whole or interferes with the interests of the British Empire.

For example, two or three statutes of British Columbia against the Japanese were disallowed by the Canadian national government because they infringed upon the British treaty with Japan; and the consensus of the opinion of the Canadian people approved this action of the national government.

Again, as I have shown elsewhere, Manitoba passed several statutes which were in direct conflict with the Canadian national law which vitalized its contract with the Canadian syn-

dicate after the building of the Canadian Pacific Railway. Time after time the national government disapproved these statutes of the Province of Manitoba. Therefore these local laws of Manitoba were nullified. They ceased to exist.

In this instance, of course, Manitoba finally won her point, but not in the least by the legal effect of her local statutes. The sheer justice of Manitoba's contention on the railway question, the vast economic forces back of that contention, and, therefore, in the final analysis, the opinion of the Canadian people forced the Canadian national government on the one hand, and the Canadian Pacific syndicate on the other hand, to a settlement of this vexed question. The national government paid the Canadian Pacific syndicate to relinquish the "monopoly clause" against which Manitoba had so justly fought.

#### EVEN LOCAL WORKS MAY BE SUBJECT TO NATIONAL CONTROL

And this is not all. As we have seen, the few and local powers given to the provinces or states of Canada relate to local works and undertakings exclusively within the provinces. Even over these the Canadian national government has absolute power, if privately owned.

Suppose, for example, a Canadian state legislature authorizes and assumes control over some privately owned and purely local work exclusively within its own boundaries, as a railway. Suppose now that the national government thinks this work should be under national instead of state authority and control. All that Canada's national congress (Parliament) has to do is to declare that that work "is for the general advantage of Canada," and instantly that exclusively local work becomes a subject for national control and legislation.

#### PROVINCIAL GOVERNORS AND JUDGES APPOINTED BY DOMINION GOVERNMENT

Nor does the nationalizing of Canada's government stop there. The governor of a Canadian state (the lieutenant-governor, as he is called) is appointed by Canada's Governor-General—in reality by the Premier and his ministers who at the time happen to be in power. And the same power that appoints the governor of a Canadian state can remove him, but of course only for cause.

More important still, the judges of every court in Canada, whether state or national,

are appointed by Canada's national government, excepting justices of the peace. And they are appointed for life. The salaries of these judges and state governors all are fixed and paid by the national government.

Although presiding over state (provincial) courts, the judges yet are national officers. And the state governors are national officers, also, although their limited powers and duties are confined of course to the provinces or states of which they are governors.

Here comes in a curious affair. While the Canadian national government appoints all the judges throughout the whole Dominion, yet the provinces (states) determine the jurisdiction and power of these judges. They say what these judges may or may not do. They settle the question of the organization of courts—sheriffs, clerks, and other court officers. More than this, these Canadian provinces or states create these offices. That is, the Parliament or legislature of a Canadian province or state passes a law creating the office of this judge or that and determines its jurisdiction or power. But the national government appoints the judges to fill those offices and execute those powers.

#### THE SUPREME COURT OF CANADA

Do not think that the Canadian province or state creates all judicial offices. The national government can create courts of its own. It has created the Supreme Court of Canada. This is the final court of appeal. But—and here comes in Canadian nationality again—the Dominion or national government alone can determine the right of appeal to the Supreme Court of Canada.

This Supreme Court of Canada, which is destined to become the determinative power in the building of the Canadian nation, consists of six members. And here comes what to us Americans will seem a startling fact. There are nine provinces of Canada. Yet in this Supreme Court of Canada, composed of six members, two of these must come from the Province of Quebec. And this is provided in the fundamental law.

At first this seems most unjust and unnatural. But when one comes to study Canadian history and the composition of the Canadian Union, this apparent injustice disappears. For it seems that in Quebec the civil law prevails. We have in the United States the exact counterpart of this in the case of Louisiana.

So, because to most English-read lawyers, the civil law is unknown and because in

Canada the civil law, which in its modern manifestation is the Code Napoleon, must be mingled with the common law, which is purely English, it is exceedingly wise that two members of the Supreme Court should come from Quebec.

The filaments of nationalism run through the execution of the judgments of this Supreme Court of Canada; for they must be executed by the sheriffs or other appropriate officers within a province. And these latter, for this purpose, are specially made national officers as well as provincial officers.

#### THE PRIVY COUNCIL

There is yet one other court of appeal. I mean the Privy Council of the British Empire. The curious origin and ramified composition of this institution involves extended statement. Waiving details and technicalities, it may be said that on matters of law the Privy Council is the Judicial Committee of that body. To it any litigant in Canada can appeal from any court as a matter of right, if it involves so much as fifteen hundred dollars.

This Privy Council, sitting in London, can give leave to appeal in any case, whether it involves fifteen hundred dollars or fifteen cents. This would seem to be a very unjust and autocratic procedure. But it does not so appear as the matter has worked out in actual practice.

In the early days of the Canadian national government, as we now know it, some twenty cases were decided by the Supreme Court of Canada. These twenty cases involved very profound constitutional, or, rather, institutional questions. The Privy Council sitting in London reversed the decisions of the Supreme Court of Canada in these cases.

The fact that these reversals by the Privy Council in England of the decisions of Canada's Supreme Court met with no criticism in Canada, but general acceptance from her people, seems to justify the law which provided this as a super-ultimate court of last resort.

#### EXERCISE OF THE VETO POWER

I mentioned the fact that Canada's national government—the Governor in Council—can veto any act of any Canadian State or province; but as a matter of practice the national government seldom does this. If the national government has any doubt about

its duty, it lets the provincial or state law stand and leaves it to the parties interested to fight it out in the courts.

For example, there is nothing in the Canadian constitution to protect what we call "vested rights" or interests. Nor is there any such limitation in the constitution of any Canadian state or province. With us in America, a charter once granted by the municipality, state or nation is a contract. This co-called contract with us cannot be violated.

But in Canada there is no such thing. Either the Parliament (legislature) of any province (state) or the national government itself can revoke such a franchise and there are no "ifs" and "ands" about it.

Or suppose in some other way that some state or province passes a law which interferes with vested or property rights; and several times just this has been done.

In a very flagrant case the national government probably would veto this state or provincial law; but ordinarily it would leave the whole subject to be fought out by the parties interested in the appropriate courts. So we see how Canada's judicial system is interlaced with the vast power of the national government to veto any possible state or provincial law.

#### CONTROL OF CORPORATIONS

Now we come to a great question which Canada must face very soon—the question of corporations.

The Canadian national government can charter any corporation for any purpose. Also the provinces (or states) can charter a corporation, but only for purely local operation. But not only can the national government charter any corporation for any purpose but it alone can charter some which are exclusive, such as banking, for example. These exclusive ones the provinces cannot charter.

Also it appears that the Canadian national government has exclusive authority to charter and also to control any corporations which do business in more than two provinces, or which extend beyond one province.

And note this again: If the Dominion Government declares that any work or business conducted by any person or corporation, if "for the general advantage of Canada," that person or corporation thereafter comes under the exclusive authority of the Canadian national Parliament and government.



UNLIMITED POWERS OF THE NATIONAL  
GOVERNMENT

Let us return now to the vast and all but supreme powers assigned to Canada's national government. In exercising these powers there absolutely are no "constitutional limitations" on Canada's national congress or Parliament such as we Americans are familiar with.

Canada's Parliament can pass any law it pleases; and, unless it is upon one of the few subjects given specifically and in terms to the states and provinces of the Canadian Union, no court can declare that law unconstitutional or invalid.

For example, for years we have had a great agitation about an income tax. One was passed, taken to our Supreme Court, and declared unconstitutional. It is impossible for any such question to come before the Supreme Court of Canada. The only question there would be whether or not it is a good thing to have an income tax. If the Canadian national Parliament passed an income tax it would be the law and could not be overthrown.

Again in America we have had multitudes of decisions and vast and vexing agitation concerning the power of Congress to regulate trade and commerce. In Canada the power of her national congress is absolute and exclusive over inter-provincial (state) commerce and even over trade within a province if Parliament declares it to be "for the general advantage of Canada."

REGULATING QUARANTINE, TRADE, AND  
COMMERCE IN GENERAL

For a hundred years each one of our States maintained its own quarantine system; and, indeed, does so to-day. Of course this is perfectly absurd; for if one State maintains a good quarantine and a neighboring State does not, yet yellow fever or any other pest entering the ports of another State passes over the invisible boundary and slays the people of the neighboring States.

This fact, of course, after a hundred years, has forced us to establish a curious joint State and national quarantine system.

But in Canada there is a single authority over this question of life and death—the authority of Canada's national government.

Or take banking. We have our State banks and our national banks. But in Canada the whole question of the incorporation of banks is solely a national matter—as much so as currency and coinage.

Again—and here we see the influence of our Civil War in the framing of Canada's constitution—the Canadian national government has the power to issue paper money. Of course it may be said that the decision of the Supreme Court in the legal tender cases has given this power to our national government. But it took the imperiled life of the Republic to do this for us.

Another absurdity peculiar to our American system is that each State has its own laws on bills of exchange and promissory notes; so that a bill of exchange issued in Illinois is a foreign bill of exchange in New York. There are or may be as many different laws governing promissory notes and bills of exchange as there are States in the Republic. Every business man and lawyer knows that this is sheer nonsense—an anachronism inherited from our colonial past.

In Canada the national Parliament alone can pass laws concerning these indispensable vehicles of business. There is one law concerning promissory notes and bills of exchange in Nova Scotia on the Atlantic Ocean and exactly the same law in British Columbia on the Pacific Ocean.

And precisely the same thing is true and for the same reasons of the subject of interest. In our own country one State may say that a lender may charge 6 per cent., in another State 8 per cent. may be charged; and I suppose at the present moment there are at least fifteen or twenty different rates of interest made legal by State laws throughout the United States.

In Canada this whole subject is a national matter. The Dominion Parliament alone can pass on the subject of interest. It is precisely as if in our own country no law could be passed upon the subject of interest except by our national Congress.

This fact shows how supreme Canada's national government is in another curious aspect; for the Canadian Parliament can make any law it passes absolute, and rigidly apply it to the whole country from ocean to ocean and from the lakes to the frozen seas; or it can provide that any such general law shall have local application.

## LIQUOR AND CRIMINAL LAW

Take the subject of temperance legislation. With us that is a matter exclusively for our States. In Canada, Parliament could to-morrow, if it pleased, make a general liquor law for the entire Dominion.

Perhaps the best illustration of all is

criminal law. Of course, as all of us know, with the exception of counterfeiting, piracies, and felonies on the high seas and offenses against the law of nations, our American Congress is given no power to pass laws concerning crimes.

That is a subject with which our States alone can deal. So what may be a crime in Delaware may not be a crime in New Jersey; or what may be a crime in Massachusetts and Connecticut may not be a crime in Rhode Island, between the two. And so on among all of our States.

But in Canada whatever is a crime in Prince Edward Island in the Gulf of Saint Lawrence is also a crime in Vancouver Island at the head of Puget Sound. Every person in Canada knows just where he is and what he may expect when he commits any offense.

There is a very curious and vague exception to this in what are known as "provincial crimes." It appears that while provinces cannot declare what crimes are, yet they may fix penalties for the purpose of enforcing any provincial law.

These illustrations will be sufficient to show you how great are the powers of Canada's national government compared with ours. It is the most important fact in Canada's future—a fact literally freighted with destiny. This and her system of responsible Parliamentary government by political parties are the two mighty and enduring pillars upon which the entire political system of Canada rests.

#### A SYSTEM THAT WORKS

Indeed, these two facts may be said to constitute the whole of that system. That they (except perhaps the appointment of judges for life) will result in good for the Canadian people, no student can for a moment doubt. Already they have resulted in good. Their simplicity and effectiveness—their reliance in the end upon the intelligence and conscience of the whole people—even now are apparent everywhere.

Thus you see that Canada's national government is national indeed. If any one were to arise in the United States Senate and suggest that we adopt for our national government so much as a fraction of the powers fundamentally belonging to Canada's national

government, all of us know the horror that would be vociferously expressed by certain leaders of both parties at such an extension of "federal power."

Immediately these men would try to make us believe that the republic is at an end and liberty dead. Yet Canada seems to be getting along very well with just such a system, and, of course, as everybody knows, Canada's judicial and governmental system is very much restricted compared with that of the United Kingdom itself. And does not everybody know that these very men who so denounce every extension of national power in the United States in the very next breath point to England as the model of conservative law?

#### THE PEOPLE HAVE THE FINAL SAY

When Canada's population shall have become sufficiently numerous for Canada to have a national public opinion, the simplicity and unity of her constitutional system will save her from the gravest of troubles which have beset us in the past, are vexing us to-day, and are sure to cause us future storm and tempest.

In Canada there never can be any question over the power of her national congress to pass any law to prevent the exploiting of her people by selfish interests on the one hand, or to advance the welfare of Canada's millions on the other hand.

Think of the list of subjects on which we need national laws, because our State laws cannot or do not reach the evil; and yet over which, a certain type of American lawyer tells us, that our national Congress has no authority, no power. Canada's constitution furnishes no such refuge. The Canadian Parliament can pass any law which the welfare of the whole Canadian people requires.

In short, it is for Canada's people to determine what is best for them—their statesmen can give no "constitutional limitations" of any kind as an excuse for not writing the people's demands into law.

This, combined with the most effective of "recalls," which is the heart of Canada's system of responsible party government, makes this new nation at once the most popular and national government on earth.

# INDUSTRIAL COURTS

BY HELEN L. SUMNER

THE recent labor war in Great Britain brings to the front again the persistent problem of how to secure and maintain industrial peace. At the same time it emphasizes the fundamental fact that the basis of all war is the sense of injustice against which there is no legal remedy. The belief that the American colonies were unjustly taxed and that they could not secure a fair hearing before the British Government, led to the Revolution. In the same way the belief of the workingmen that they were unfairly treated in the wage bargain, and that the legal remedy supposed to have been obtained in the Conciliation Act of 1907 was so slow and ineffective in its action as to be worse than useless, led to the upheaval in England. Sudden as this strike appeared, moreover, the general sense of injustice in which it originated and which caused its wild-fire spread from industry to industry, has long been smoldering, fed by a thousand small disputes, many of them probably personal and all individually petty. Gradually, however, these small disputes have helped to roll up the great common grievance which finally broke out into collective resistance. The failure of the conciliation law is reputed to have been the chief cause of the strike. If, however, there had existed in England an impartial judicial tribunal empowered to settle minor disputes promptly, as they arose, it is probable that industrial war could have been averted.

## THE WORKINGMAN BEFORE THE LAW

These minor disputes, which are at the bottom of most of the ill-feeling in industrial relations and which, like the steady dripping of water, are capable of wearing away the firmest stone of industrial betterment,—welfare work, profit-sharing, or any other system,—fall naturally into two classes. The first contains all disputes relative to the formation of the labor contract and the second all disputes relative to its execution. Written law has little bearing upon the first class of disputes, but every civilized country has legislation to regulate the execution of labor contracts. Anglo-Saxon countries, however, forgetful of the fact that there is no bitterness like that of the man who feels, rightly or

wrongly, that he has the law on his side, but that there is another power greater than law, have given little or no attention to the settlement of the second class of disputes. It has been taken for granted that, in the labor contract, as in other contracts, either side can easily secure the enforcement of the law through the ordinary courts.

In actual practice, however, what means of redress has a workingman who believes, for example, that his work has been unfairly measured and that, therefore, his employer has not paid him as much as he has fairly earned under their agreement? He may, of course, sue his employer for the balance of his wages. But to do this he is obliged, not only to submit to a nerve-racking and time-frittering delay in the settlement of his case, but also to hire a lawyer and incur fees out of all proportion to the amount of his loss. Wages are usually paid at short intervals and in comparatively small sums and, as a result, a dispute rarely arises which justifies recourse to such dilatory and expensive legal machinery. Seventy-five years ago the workingmen of the United States demanded vociferously a simpler and less expensive system of legal procedure. Little, however, has been done to bring law, as administered by the courts, within the reach of the poor but independent toiler. The workingman, therefore, who feels that he has been unjustly treated, in ninety cases, and perhaps in ninety-nine cases, out of a hundred, pockets his loss, real or fancied, and at the same time lays by for future use a stock of bitterness of spirit and hatred of his employer. Such workingmen furnish henceforth a breeding ground for industrial strife.

## SPECIAL COURTS TO DEAL WITH LABOR DISPUTES

Many European countries, however, in order to give both employers and workingmen the means of quick and cheap settlement of such disputes, have established industrial courts. These courts act exclusively in cases which arise between employers and workingmen by reason of the labor contract. They were first organized in France in 1806 under a decree of Napoleon. Within the last few years, however, the French system has under-

gone radical changes which have adapted it to modern industrial conditions. The plan, moreover, has been adopted with variations in Belgium, Germany, Austria, Italy, and Switzerland. Three years ago even backward Spain passed a law authorizing the establishment of industrial courts. In France, in 1906, there were 164 such courts, which handled 45,834 cases. The five sections of the Paris court alone settled in 1909 some 24,500 disputes. In Germany, in 1908, there were 469 courts, which handled 112,281 cases, and of these over 14,000 were settled by the Berlin court alone, in its eight sections. The number of courts constantly increases but there is said to be a decrease, where the system has been long in operation, in the number of complaints. This decrease is accounted for in part by the increasing standardization of labor conditions and in part by the growing knowledge and understanding of the laws,—a knowledge and understanding brought about by the courts themselves.

#### PERSONNEL OF THE COURTS

Both by their composition and by their method of procedure, these courts are peculiarly adapted to deal with disputes between employers and workmen. They are so constituted as to inspire confidence in both parties, for employers and workmen each elect from their own class an equal number of judges. There are, however, two types of industrial court,—first, that of France, in which the number of judges is even and the members are all employers or workmen, and, second, that of Germany, in which the number of judges is made odd by adding to an equal number of each class a president who is neither an employer nor a workman. Women are entitled to vote for and even themselves to serve as members in France and in the Swiss canton of Geneva. Two women judges are now acting in France, one of them in the textile industry section of the Paris court. Generally no legal training whatever is required for membership, but the judges are usually furnished with a little handbook containing a description of the method of procedure, the laws and regulations under which the court is organized, and other laws governing the labor contract. These laws are usually clear, the court never has to question their constitutionality, and most of the cases handled are simple.

Another advantage of these courts is that they are composed of a large number of judges of different trades, so that each contains ex-

perts who understand the practical details of nearly every occupation carried on within its jurisdiction. The Geneva court, for example, which decides cases that arise in agriculture and domestic service as well as in commerce and manufacture, is divided into twelve groups and about ninety different subgroups of occupations, each of which elects its own judges. Whenever a minute knowledge of an industrial process is required for the settlement of a case the court has at hand its own experts. All the French courts are similarly divided, but in Germany less stress is laid upon the distribution of judges by trades. The Berlin court, however, has 420 members from eight groups of occupations.

#### PRELIMINARY HEARINGS RESULTING IN AGREEMENTS

Still another distinctive feature is the emphasis laid upon conciliation. Europeans, indeed, measure the success of the system, not by the number of disputes settled, but by the number in which parties have been persuaded to come to an agreement without the necessity of pronouncing formal judgment. The French courts, for example, are divided into two parts, a bureau of conciliation and a bureau of judgment. The former is composed of one employer and one workman, its sessions are strictly private, and it hears all complaints before they go on to the bureau of judgment. Its members are pledged to make every possible effort to bring about a voluntary agreement between the parties. Even in the bureau of judgment, moreover, every effort is made to effect a reconciliation. As a result, only about 17 per cent. of all the complaints brought in Paris in 1908 were settled by formal judgments, other than judgments by default.

In Germany, the functions of a bureau of conciliation are, in practice, performed by the non-partisan president of the court. This president is authorized to hold preliminary hearings alone whenever he deems such action desirable. As in France, too, the full court attempts conciliation. Only about 9 per cent. of the complaints brought in Berlin in 1908, therefore, were terminated by formal judgments. The record of the Geneva court is almost as good. In Zurich the law does not specifically authorize preliminary hearings, but they have been voluntarily undertaken by an especially wise and efficient judge. This judge, in 1909, settled alone 65 per cent. of the complaints entered, and conducted the proceedings of the court itself so skillfully that in only 10 per cent. of the cases was it neces-



sary to pronounce judgment after hearing both parties.

#### PROMPT SETTLEMENTS REACHED

Rapidity of action and cheapness are, however, the most conspicuous features of the industrial courts of Europe. In the laws and regulations under which they are established every possible provision is made for the quick settlement of cases. The French law, indeed, provides penalties for judges who fail to decide a case within four months. But in practice disputes are settled within a month unless special expert investigations are required, or there is some very unusual cause of delay. Listening day after day during a week in July to the proceedings of the various sections of the Paris court, the writer heard scarcely a date mentioned earlier than the preceding June. In Zurich, in 1909, more than three-fourths of the 941 cases settled without judgment were ended in less than a week and more than half of the 112 in which judgment was pronounced in less than two weeks after the complaint had been entered.

#### MINIMUM COURT EXPENSES: DISPENSING WITH LAWYERS

The expense of appeal to these courts, moreover, is very slight. Parties must usually, if physically able, appear in person, and as a rule they argue their own cases. Lawyers, indeed, are entirely excluded from practice in the industrial courts of Germany and rarely appear, except as the representatives of large employers or companies, in France. In no case is a party obliged to hire a lawyer. Court fees, too, are reduced to a minimum. None whatever are required in Basel, Switzerland, and in France none are paid if the amount in dispute is less than 20 francs, or about \$4. No fees are demanded in Germany if the parties reach a voluntary agreement, and judgments in disputes which do not exceed in value 100 marks, or less than \$25, cost only from one to three marks, or 25 to 75 cents. In all cases the fees are graded according to the amount in dispute.

As a result of this cheapness and rapidity of action no complaint is too petty to be brought before an industrial court. Disputes have been settled in Germany which involved as little as 20 pfennigs, or about 5 cents. Only about 7.5 per cent., indeed, of all the complaints brought in the German Empire in 1908 were for more than 100 marks, or under \$25. In France, two years earlier, less than 2.5 per cent. of all the cases were for over 300

francs, or less than \$60. It is safe to say that wherever these courts have been established the great majority of suits have been for less than \$10. To some Americans such cases may seem trivial. But many a European workingman has doubtless been prevented, by having at hand the means of obtaining his rights cheaply and quickly, from being embittered by a sense of powerlessness against injustice.

#### INFORMALITY OF PROCEDURE

The proceedings of industrial courts are usually much less formal than those of ordinary courts. The judges wear no robes and, owing to the absence of lawyers, themselves take a much more active part than is customary in questioning the parties and witnesses. Both plaintiff and defendant tell their own stories and plead their own cases, often with considerable heat. Sometimes men grow excited and shake their fists in each other's faces, and sometimes women have recourse to pocket handkerchiefs or aprons to dry their tears. Bundles of garments or other portable articles are often passed over the bar as evidence. In a Berlin court, for example, the writer one day found the judges poring intently and very seriously over some colored shirt waists in an effort to determine whether or not the woman who made them should have been fined for imperfect work. In Colorado a jury of women was once called to decide upon the fit of a garment. So in this Berlin court a jury of employers and workingmen engaged in the clothing trade was called to decide upon the quality of work put into certain coarse cotton garments.

#### APPEALS FROM INDUSTRIAL COURT DECISIONS

Decisions are based, not only upon law, but also upon the customs of the locality. Sometimes, not unnaturally, when a judgment is announced, there is an outburst of feeling. On one such occasion the writer heard a Paris workingwoman, in a frenzy of disappointment, exclaim to the judges on the bench, "*Le Conseil, ce n'est pas juste*" ("The court is not just"). Usually, however, after hearing the decision, which is always accompanied by a recital of the reasons upon which it is based, the defeated party goes away wiser as to his legal rights and obligations and satisfied that, even if morally right, he was technically wrong.

Appeals from the judgments of industrial courts may be made if the value in dispute ex-

ceeds a certain amount. This amount differs considerably from one country to another. In France it is 300 francs, or under \$60, and in Germany 100 marks, or less than \$25. Some of the Swiss cantons provide that only minor disputes shall be handled, and in France cases which involve over 1000 francs, less than \$200, are sent to the ordinary courts. In Germany, however, and in Geneva, there is no financial limit to the jurisdiction of the industrial courts. Geneva, moreover, has a special tribunal, composed like the lower court of employers and workingmen, for the settlement of appealed cases. Usually, however, appeals are handled in the ordinary way.

#### SETTLEMENT AND PREVENTION OF STRIKES

Strikes, as well as personal suits, are sometimes brought before industrial courts. In several countries, indeed, these courts are authorized to act as boards of arbitration in collective disputes. Notable success had been attained in this line of work in Germany, especially in Berlin, where many strikes have been ended through the intervention of an industrial court president who is thoroughly trusted and greatly admired both by employers and by workingmen. In Geneva, moreover, within recent years, every collective dispute not adjusted by voluntary agreement has been settled by the industrial court, usually without any cessation of work. It is said that this method of handling collective disputes has three great advantages. First, the court already possesses the confidence of both sides. Second, it has special facilities for knowing of disagreements before they break out into actual warfare. Third, its members are skilled through constant practice in conciliation.

#### PROMOTING TRADE AGREEMENTS

In still another way, moreover, these courts conduce to industrial peace. For, especially in Germany, a large number of trade agreements have been formed under their auspices or under the auspices of their presidents.

This institution, indeed, is largely responsible for the wave of activity in the formation of collective contracts which has thus far culminated in the establishment of three national wage commissions, composed of employers, workingmen, and impartial third persons, in the printing, wood-working, and painting industries of Germany.

Based theoretically upon the recognition, which becomes more and more common in industrial nations, of the special nature of the labor contract and the special needs of wage-earners, these courts have become an integral, essential part of the legal machinery of the countries where they have been established. They are generally recognized, both by employers and by workingmen, as wholesome and beneficial in their results, and especially as powerful agencies working continually toward the elimination of causes of friction and bitterness and toward the maintenance of industrial peace. In factory industries, it is true, owing to the ease with which the "black list" can be applied, working people sometimes fear to bring complaints. But in all trades where there are a large number of employers as well as of workingmen, as, for example, in the clothing and building trades and in the preparation of foods and beverages, they have accomplished an inestimable work of pacification.

Would it not be well if, in England and in the United States, as well as in Continental Europe, every dispute between an employer and a workingman relative to the execution of the labor contract, no matter how trivial, could be brought before a court of experts composed of members of the two classes concerned and therefore entitled to the confidence of both parties,—a court whose chief duty should be, not to cut knots but to untie them, not to judge but to conciliate? Is it not at least worth while to consider whether such a court, by establishing a practical legal remedy for injustice, real or fancied, among Liverpool dock laborers or Brooklyn street-car employees, might not be a valuable aid in the maintenance of industrial peace?



# LEADING ARTICLES OF THE MONTH

## FOOTBALL NEITHER A GAME NOR A SPORT

**E**XIT baseball; enter football! With the advent of another football season upon us, the publication, in the *Educational Review*, of Mr. David R. Porter's observations on the so-called game is particularly timely. Quoting from the dictionaries the definition of a sport as "that which diverts and makes mirth," and that of a game as "an institution to furnish sport, recreation, or amusement," this writer claims that football is "neither a sport nor a game," and that, in America at least, "football is an impossible intercollegiate sport." He does not say this because it is rough; for "its roughness would be a good thing to train the muscles and wills of boys, if it were not exaggerated by other conditions." Mr. Porter posits two reasons why football will be recognized to be an impossible intercollegiate sport:

First, because at present it violates too many of the essentials of true sport, and, second, because conditions exist in this country which will make it, even when ideally improved, a game to be played intramurally.

He claims that "the whole scheme of the game—practice, coaching, conduct of the game, schedule, trips, and rules—is contrary to the very genius of true sport." To begin with,

For every game of football there are about twelve afternoons of practice. . . . In this long, dreary, gruelling practice only the fittest survive after many unspectacular conflicts with the heavy "second team," under the eye of a coach invested with as much authority as a slave driver. . . . Practice is usually a daily dread to every member of the squad, if it is not also the fear of his dreams. Practice is not sport nor fun: it is work.

Football takes too much time to be an intercollegiate sport. Any recreation should be strictly conducive to the primary business of a college, which is to develop mind and character. As played in America, football not only does not fit men to study more, but "is too often an end in itself which, temporarily at least, makes all study impossible." Take the example of a typical university squad:

Two weeks before the term opens they assemble for preliminary training and practice. As soon as the college year begins, two or three hours are given every afternoon to a systematic drill. Players who need special training have special hours with the coaches in the mornings. As the season advances

the whole squad spends evenings with the coaches before a blackboard and listens to lectures on football. When he is through with these things the average man is too tired to study, or his mind is too full of football to allow him to concentrate upon any other subject. Then there are bruises to nurse and the trainer and doctor to visit. Some of the games require long trips away, which seriously derange lectures and studies, and before the two last games the team and substitutes leave the college for some quiet town or pleasure resort where they may spend a week in training, unhindered by the usual demands of college life. Only those whose ways of thinking have become vitiated by long contemplation of low ideals of sportsmanship can call such a system "sport."

Mr. Porter denounces the coaching system in vogue in college athletics; not that the coaches themselves exert a questionable influence, for they are sometimes the best type of gentlemen. But it is, on the face of it,

inconceivable that the physical exercises, whose only *raison d'être* is to fit men to carry on the mind-stimulating, character-forming work of college life, should be under the direction of a man, more highly paid than most professors, who probably knows nothing about scientific physical training. If we could forget custom and blind our eyes for a moment to big gate receipts, we could think of nothing more ludicrous than the whole coaching system. A head coach, a coach for the line men, a coach for the backs, a coach for the second team, and then, if a game is lost, a long list of unnamed coaches arrive like reinforcements to a routed brigade. The more football becomes work, the more it becomes war.

American football is unsportsmanlike. Take, for example, the regulation that any player who for any reason, except rough play, has been removed from the game, may be returned to the game at any time.

What is needed for victory is not so much a good team as a large squad from which frequent reinforcements may be drawn. None in this squad need be in fit condition, for as soon as they are tired fresh men will rush to their places. Endurance ceases to be a necessary quality in a player. . . . Again, look at the frequent spectacle of a substitute being rushed in when some special situation demands a play that the regular players cannot carry out. A goal might be kicked; so a strong line-plunger is removed that a man who can do little else but kick may make the score. A strong defense is needed near the goal; take out the fast back and put in the burly one. Revert to the original player when the offense begins.

Our schools and colleges are so widely scattered that natural rivals can in many in-

stances meet but once a year. Consequently a higher valuation is placed upon that one victory than if the teams met several times a year, as in baseball. This means harder preparation, more careful training, costlier and more efficient coaching, fiercer play. But the strongest objection of all to football as an intercollegiate contest is that "it gives physical benefit to only a small proportion of

the average institution, and these few are of all the men in the institution those who need it least."

Having, as he considers, demonstrated that football as now played in America, is an impossible intercollegiate sport, Mr. Porter suggests that we frankly face the situation, adopt the English Rugby game, and limit it to intramural contests.

## ORGANIZED LABOR AND INDUSTRIAL EFFICIENCY

THE principles of organized labor and those of scientific management seem, to the impartial observer, to be at variance. Is their opposition merely an accident due to imperfections which may be corrected, so that both can flourish concurrently, or must one of the opposing forces crush the other, in order to survive? It was recently predicted by one of our leading efficiency engineers that the adoption by industrial establishments of the system of scientific management would mean for employers and workmen adopting it, and especially those who adopt it first, the elimination of most of the causes for dispute now existing between them. Prof. John R. Commons, writing in the *American Economic Review*, says the spokesmen of organized labor seem to take a different view of the matter. He reminds his readers that

experience has shown that it has not been difficult to win strikes in periods of prosperity, but it has been impossible to retain the fruits. Consequently, to the experienced unionist, the preservation of his union has come to be more important than winning strikes. And nearly all of the restrictive policies of which complaint is made spring from the effort to preserve the union. The irrepressible conflict, therefore, if there is one, between unionism and scientific management will be found at the points where management weakens the solidarity of unionism. Other points of conflict are incidental. These are irrepressible. The real question here is this: Can scientific management deal scientifically with organizations as well as individuals? Is there a science of industrial organization as well as a science of engineering details?

As an aid to the discussion of this question, Professor Commons cites the history of the stove molders and stove foundrymen. The latter for forty years before 1890 had been working out the problem of efficiency details—long before management had become a science.

They learned to subdivide labor so that a three-dollar man would be kept on three-dollar work and never be permitted to turn his hand to what a

dollar man could do. . . . The consequence was, that for forty years every step toward greater efficiency and greater output per man brought a cut in the price of stoves; and every cut in the price of stoves took away by so much the employers reward for efficiency; every loss of profit forced employers to cut the piece-rates of wages; every cut in piece-rates forced the wage-earners to greater output for the same earnings, and so on, around the vicious circle of futile efficiency.

The stove molders tried coöperation as early as 1847, in the vain endeavor to avoid strikes. In time they became "the most persistently violent and restrictive of all labor organizations."

To prevent employers from cutting piece-rates and to build up a compact union, they established the rules that apprentices should be limited; that no man should be allowed to work with the aid of helpers; that no man should be allowed to earn more than a fixed wage set by the union. And then, to enforce these rules, they fined and expelled the violators and established and violently enforced the other rule that union men should not be allowed to work with non-union men. Finally, this anarchy of individual efficiency brought its correction in the form of a representative government in control of the industry. . . . This is the trade-agreement, or joint-conference system, that has preserved industrial peace in the stove-foundry business for over twenty years. . . . It governs the employer as firmly as the employee. The employer who cuts a piece-rate is expelled from the employers' association, and is left alone to defend himself against the union. The union has removed its restrictions on output, and every man is left to earn as much as he wishes, without the fear of menacing his own or other's wages. It required some fifteen years of the agreement system to bring about this final result, so inveterate and abiding had been the distrust by the union of the employer's power and will to restrain himself from seizing upon the efficiency earnings. . . . Throughout these rules run the two conflicting principles—efficiency and restriction—both of them brought into a kind of equilibrium by the higher principle of organization.

Professor Commons argues that the employer's business being to attend to the increase of efficiency, and the wage-earner's to



sell himself to do the employer's bidding for a period of time, the two interests are necessarily conflicting. Open conflict is to be avoided in three ways:

By the domination of the employer as in the steel trust to-day; by the domination of the union, as in the iron industry prior to the Homestead strike; by the equal dominion of the two interests, as in the stove-foundry business to-day.

The professor devotes some space to a discussion of the bonus system, which, reduced to its last analysis, is, he says, individual bargaining instead of union bargaining. He contends that the individual bargain should be eliminated as far as possible, and the collective bargain substituted. Employers and the merely scientific man are often surprised at the unanimity with which thousands of unorganized laborers will suddenly turn out on strike at the call of a few hundred organized ones. It is "their desperate recognition that the day of individual bargains is

gone for them." Most persons will agree with Professor Commons when, in this connection, he says:

It would seem that a great corporation, representing thousands of stockholders speaking through one man, might be able to anticipate unionism by finding some means of scientific organization of labor before installing scientific management. In lieu of this, they wait until a union is formed, and then complain that it is hostile to efficiency. The example of the stove molders shows that their hostility to efficiency is the hostility to methods that take them at a disadvantage in their power of protecting themselves. When once they are guaranteed assurance, as in the foundry business, that this will not be done, they respond as reasonably as other people.

The efficiency engineers are bringing forward issues that merely obstructive unionism will be compelled to meet in a spirit of co-operation, or else go down. On the other hand, the view must no longer be persisted in, that all opposition of organized labor to industrial efficiency is merely obstructive and unreasoning.

## THE PAPAL SOVEREIGNTY

THE Pope's illness during the past summer was probably aggravated by, if not wholly due to, the intense heat in Rome, where His Holiness remained to uphold the precedent of tacit protest against the Italian Government as usurper of the Papal States and justify the clerical watchword, "the Vicar of Christ held prisoner in the Eternal City." But, concerned at the state of health of the head of the Church, the Italian Government intimated to the Cardinal Secretary that if His Holiness desired to visit any Italian watering-place he would be received by military and municipal authorities with the honors accorded to other visiting crowned heads. The traditional Vatican attitude was, however, not deviated from, but the Quirinal scored. The Black party could no longer brand her as parricide.

In 1909, when the celebration of Jeanne d'Arc's beatification was held at Mans, M. Pavie decorated his windows with the Pontiff's colors, unaware certainly that such a natural step would cause, two years later, a legal battle. He actually raised the question of the papal sovereignty, and the criminal division of the Cour de Cassation has just passed a decision which the religious world was not alone to receive with some astonishment.

The prefect of La Sarthe had forbidden the

display of flags which did not carry the national colors either of France or foreign nations. The papal banner of M. Pavie, being considered forbidden, he was summoned to appear before the police magistrate. M. Pavie, in defense, stated that he had displayed a foreign banner, that is the personal flag of a sovereign, the Pope; and the judge acquitted him. But the ministry appealed against this judgment to the Supreme Court, and so the Criminal Division has just been called upon to decide nominally if M. Pavie was guilty of infringing the prefect's order, but in reality if the Pope is a sovereign. The decision was the following: "The papal banner in white and yellow is no longer a flag of a foreign nation, since the sovereignty of which it was formerly the symbol has ceased to exist, as a consequence of the annexation of the Papal States to the kingdom of Italy."

M. Louis Delzons, in the *Revue des Deux Mondes*, examines the Court of Cassation's decision and finds that the weakness of the court's position lies in their assumption that there is no sovereignty except when there is a state. This principle is no doubt generally true in international law, but M. Delzons doubts that sovereignty was ever conceded to the Pope as result of the possession of the Papal States or ever taken away when



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POPE PIUS X

the states were annexed to United Italy. Historically, M. Delzons resumes:

The gift of Charlemagne established the temporal power of the Holy See, and this power lasted for more than ten centuries, until in 1870 the Italian troops entered Rome through the Porto Pia. But the states were very mediocre, and their strength almost nil, and in the order of economic and military resources, the Pope remained certainly in the lowest rank of sovereigns. He was, however, universally recognized, if not as the first, at least for one of those whose good-will, friendship, and protection could not be neglected without grave inconvenience; and not chargé d'affaires, but am-

bassadors chosen among men capable of directing the greatest interests, were deputed to him.

There was thus, from the first day of the temporal power to the last, a singular disproportion between its material substance, if one may say so, and the extraordinary greatness attributed by all other sovereigns to the person of the Pope, because the Sovereign Pontiff represented and wielded a political and moral power unique in the world attached to his quality as supreme head of the Catholic Church. One is free to find this political power good or evil, to admire its direction and results or deplore and combat them. But that the power existed and belonged to the Pope because he was head of the church and not because he pos-

sessed Romagna is certain, and the fact is too well known for insistence. The papal sovereignty was essentially spiritual and only incidentally temporal.

On the 13th of May, 1871, the young kingdom of Italy passed the law guaranteeing the person of the Pope. Signor Visconti-Venosta described its purpose, before it was enacted, as follows: "It will suffice to recall the fact that the privilege of *extra muros* will place the person of the Holy Father in the same state of immunity as a sovereign, and that ambassadors will continue to represent the powers at the Holy See and the Holy See will continue to send legates to the powers."

The Law of Guarantee thus excludes in the most energetic manner the possibility of considering the Pope as a subject of Italy. What is he, then, if not a sovereign? The reasons of profound statecraft which dictated this law in 1871 to Italy will continue to actuate her Vatican policy, as we have just seen. Since the decree declaring the papal sovereignty abolished proceeds from a French tribunal it is interesting to recall the opinion of French cabinets and statesmen on the question. The presence of a French Ambassador at the Vatican and a Nuncio at Paris, who yearly presented the good wishes of the diplomatic corps to the President of the Republic, is sufficient proof that the Pope was recognized until the separation of the church from the state in 1904, as sovereign in France. In the Senate, the 20th November, 1882, M. Duclerc answered the proposal of M. Nadier to suppress the embassy at the Vatican: "I judge that it is not doubtful for anyone that the Holy See is still actually as great a political power as before the suppression of the temporal power. For it is to the Pope, the Sovereign Pontiff, to the man invested with a great moral power, that the

other great political powers of Europe sent ambassadors. Because of this fact, even after the loss of the Papal States, they continue to send ambassadors, and I repeat that the French embassy at the Vatican is a necessity of the Republic." In 1901, the *Garde des Sceaux* (Keeper of the Seals) under Waldeck Rousseau wrote to the procurator-general of Dijon apropos of the same papal banner that has been so unlucky for M. Pavie at Mans: "I have the honor to inform you, in accordance with a communication from the Minister of Foreign Affairs, that the papal banner in white and yellow is *that of a sovereign*." The Keeper of the Seals was recently President of the Council, M. Monis. The diplomatic rupture between two powers never has the result of affecting the sovereignty of either of them, so the law of separation of December 9, 1905, could not change in any way the international status of the papacy. Besides, the Criminal Division has taken care not to attribute to the interior policy of France in 1905 results which it could not have, and attributes them only to the Italian crisis of 1870. Why has the Criminal Court plunged into the dilemma when the French nation acknowledged the Pope as sovereign before the whole world during the very period from 1870-1905 that the Criminal Court declares that the Pope was no longer sovereign?

The reply, ends M. Delzons, is that materialism in law, as in philosophy, resembles the mirrors that deform the true aspect of things. Spuller formulated the complete and deep truth the day he said, "Do you imagine that the sovereignty of the Pope depends on a handful of dirt?"

## WILL THE THEFT OF THE MONNA LISA HELP THE LOUVRE?

UNDOUBTEDLY the world of art has been profoundly disturbed by the theft, discovered on August 23, of Leonardo da Vinci's masterpiece, the portrait of Monna Lisa, from the walls of the Louvre, in Paris. Da Vinci spent four years of his life in painting this lady with the sly eyes and the mysterious smile, and it is a tradition that he became so attached to it that he afterward begged it back from the purchaser, since he could not live without it. If the artist was four years in painting it, for four hundred years artists and lovers of the mysterious life of the Renaissance have worshiped before this picture as before a shrine.

The masterpiece, known to English-speaking people as "Monna Lisa," but more properly named "La Joconde," was one of the three or four supreme art treasures of the Louvre. Critics value it only second to the Sistine Madonna, and it is reported that the French Government recently refused an offer of a million dollars for it. The stories

about the subject of the portrait and the apparently everlasting discussion as to the character shown by the face and the meaning of the mysterious smile have made the picture not only a valuable work of art, but a subject of universal discussion. It is generally believed that Monna—Madonna Lisa, to give her the proper form of title—was the wife of Francesco del Gioconda, a Florentine merchant. Leonardo painted it at intervals covering four years, the sittings being brief because he could paint only when the lady smiled.

A number of explanations have been offered as to the motive of the theft. Some claim that it was stolen to be held for ransom. Others that the theft was engineered by an American collector, who wanted to have a beautiful copy made, intending to return the original (or perhaps the copy, who knows?) later to the Louvre. A third theory is that the whole thing is a hoax perpetrated to show how easy it would be to rob the Louvre. A

fourth explanation has it that the picture was stolen to enable some monomaniac, no longer able to go to the Louvre, to feast his eyes at home upon the object of his idolatry.

The discovery of the ease with which the picture could be removed has led to a discussion from which the only conclusion to be drawn is that France's art treasures in the Louvre have been very inadequately cared for. It seems almost incredible that the painting, which is not on canvas, but on a heavy wooden panel, could be removed from its frame and carried off without any of the custodians of the gallery realizing what was going on. A cynical American daily remarks that if the Paris police are vigilant they can probably arrest the thief when he comes back to steal the Louvre itself! An investigation made during the few days following the theft has revealed

the fact that during the past three or four years more than three hundred works of art have been abstracted from the Louvre collection. The authorities have begun a vigorous campaign of investigation, and it is reported that the entire staff of gallery custodians will be changed. The director has already been suspended.

It was by interesting coincidence that, a few days before the theft of the famous painting from the Paris gallery, there should have appeared a work of fiction, anonymously published, purporting to be the story of the love affair between Da Vinci and Monna Lisa. The book, which is entitled "Monna Lisa, or the Quest of the Woman Soul,"<sup>1</sup> claims to

be a translation of "a dilapidated manuscript discovered in a heap of rubbish in one of the old palaces of Florence, which was undergoing alterations." On examination, we are further informed, the papers proved to be the long-lost journal kept by Leonardo da

Vinci, the great Italian mathematician, engineer, astronomer and artist, best known to fame today as the painter of the world-renowned portrait of Madonna Lisa del Gioconda. It is evident that the story of the mysterious journal is a literary device to give the desired setting to this love story which might have been the real romance of the painter and his beautiful subject. The writer, who admits himself to be an American, has devoted long years to the study of Italian art and literature, and signs himself Guglielmo Scala. The story itself, whether it be real

or fictitious, unfolds an absorbing love tale delicately and frankly set forth. The development of Da Vinci's philosophically indifferent attitude toward women in the first place, to the gradual yielding of mind, soul and body to the charms of Monna Lisa, culminates in a climax, when the two reveal the full strength of their love.

Upon the death of Madonna Lisa del Gioconda, the artist realized that he had learned from her what he had vainly sought before. "And so I learned through my lady what a woman soul might be. Instead of truth and justice which is the goal of man's virtù, woman's end is love—love with truth and justice if that be possible, but love transcending truth and justice if it be not."



MONNA LISA

(Da Vinci's famous painting "Monna Lisa", known to the French as "La Joconde", which was stolen from the Louvre gallery in Paris on August 21 or 22.)

<sup>1</sup> Monna Lisa or the Quest of the Woman Soul. By Guglielmo Scala. T. Y. Crowell & Co. 206 pp., port. \$1.

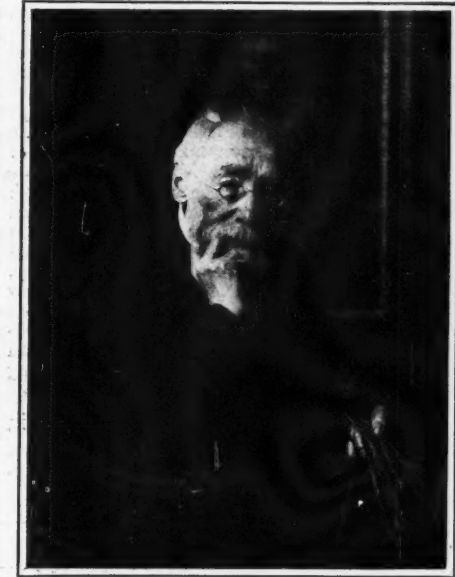


## ISRAELS, HOLLAND'S MASTER PAINTER

IT was the rare satisfaction of the late Josef Israels, the Dutch painter, who died at The Hague on August 12, to have begun in advance of his time "to create his own public, to see it grow stronger, larger, and more devoted as he passed from youth to middle age, thence to extreme old age." These are the words of the London *Times* in its comment on Israels' achievements.

Israels was the leader of the modern Dutch school. More than fifty-five years ago, fresh from his French teachers, he exhibited a great historical picture, openly admitted that it was a failure, and announced his firm intention of beginning all over again in a new way. He left Paris, went back to Holland, threw aside all the conventions he had learned, and, with his keen eye and trained hand alone, set out to paint life, not accidents, "the simple life of the poor, their labors and homely joys." A vast series of pictures, now known all over the world, was the result of this determination. Israels was first of all a painter of pathos. In commenting on his work, the *Pall Mall Gazette* says:

He was the first of the modern Dutch to conquer our insular prejudices, and his victory was the greater in that he labored under a certain disadvantage. Hebrew blood may not be a handicap to the financier—there are times when it would seem to be a passport—but it cannot be considered a recommendation in the world of art. In Israels' case the handicap was doubled or trebled by the extent to which it influenced his outlook



JOSEF ISRAELS, LEADER OF THE MODERN DUTCH SCHOOL OF PAINTING, WHO DIED ON AUGUST 12

upon life. While it sharpened his sensibilities, and intensified his passion for the sanctities of home, it seemed to concentrate all the bitterness of a persecuted race into a contempt for fashion in subject and technique.

Once he had broken with the picturesque traditions of Picot and Delaroche, his trainers in the school of the historic tableau, Israels went to the



"ALONE IN THE WORLD",—ONE OF THE CHARACTERISTIC PAINTINGS OF THE LATE JOSEF ISRAELS, AND REGARDED BY ART CRITICS AS ONE OF HIS BEST

other extreme. He made a second nature of self-denial; he studied the art of doing without. Henceforward he was to be the master of the peasant, like Millet, but to exceed even Millet in austerity. The painter of "The Sower" and "The Angelus" retained the fervor of his religion, the beauty of physiological outline, and the bounty of the sunshine. Josef Israels forewent all three. His were the cold northern light, the shadow of a day that was either sunless or fading, and a palette that simulated the grey and the furrows of old age.

Probably no painter of our time has met with greater recognition, or stands a better chance with posterity. It remains to be seen upon which period of his work the future will bestow its final laurels: on the early student of Dutch history, which is unlikely—on the veteran who could throw off a scene of desolation with a few loose and rugged strokes of grey and black—or on the unapproachable excellence of his maturity, when he searched the depths of heartache and poverty in painting the unromantic hardships of the fisher-life.

Josef Israels was born at Groningen in 1824. In his early boyhood he was a clerk in his father's bank, and for a time his par-

ent's wish was that he should become a rabbi. But in his case, as in that of many others, the artistic side of his nature found a means of asserting itself. It was illness that first set his mind and hand to the pictorial interpretation of the humble life of Holland. Says the *Morning Post* (London):

Misery, decrepit age, and death were his favorite subjects. That part of humanity which, strive as it may, suffers at the hand of fate from the cradle to the grave, appealed to him with tragic force. Yet his doleful scenes impress one with the great power and sincerity of their expression. There is no affectation in the pathos, no whining of the conquered spirit, no frantic regret for blighted passion. The figures in his dramas act unconsciously. Their grief leaves them inarticulate, motionless. For the time there is nothing else in the world for them but woe, and their dumb resignation, begotten of long, sad experience, touches the heart. But in the life of the poor peasant and fisherman he often found the nobility and strange beauty that remains unexplained in the simplest of the people.

## THE SCULPTOR RODIN'S VIEWS ON ART

RODIN has something of the patriarch and the sage, but nothing of the pompous pretensions of the high priest. There is great pleasure in hearing him speak, after a life of work, of the realism that is the secret of all art, and the gift of sympathetic intuition of reality that is the strength of every enduring artist. At Val-Fleury the master slowly paces up and down before his red-brick Louis XIII pavilion with its columned portico and talks leisurely and with courteous affability of what he has seen and experienced. The garden is delightful. Through the trees gleam the marble of slender festooned altars, and here and there a young Mithra sacrificing a sacred bull, an Eros asleep on a lion skin, or a vase leaning against a background of dark green hedge. Yonder, swans circle in the pool, tracing silver lines on the surface. On the horizon are the poplars along the Seine, and above the Pont de Sèvres, dyed rose pink by the sunset, runs the faint line of the Saint-Cloud cliffs. And to this garden M. Paul Gsell went to invite the master to loose the reins of his fancy and memory and carry on the animated dialogue in the "Conversations on Art by Rodin," which M. Gsell has just published.

M. André Chaumieux, in the *Revue Hebdomadaire*, comments on the robust sanity of Rodin's views and remarks how nearly related they are to life itself and nature, how little

intellectual or theoretic. There is little æstheticism if not purely latent, no learned theories pedantically expounded, but things, facts, practical demonstrations—a sculptor talking intelligently of sculpture with that ardor breathing love of the theme. One thinks of Pascal's mot, "I went to see an author. I was surprised and delighted to find a man."

"You have read," says Rodin, "in Ovid, how Daphne is transformed into a laurel bush and Progne into a swallow. The charming poet shows the body of Daphne slowly being covered with leaves and bark, the limbs of Progne donning feathers, so that in each one of them we still see the woman that she is ceasing to be, and at the same time the bush or bird she is becoming. It is a miracle of the same order that the painter or sculptor must work with his personages. Art does not exist without life, and life is movement. Movement is transition from one attitude to another. All the skill lies in showing in a statue the passing from one pose to another. As the Marshal Ney of Pride who draws his sword and seems to cry 'En avant!' to his troops. This effect is obtained by the indication of different attitudes. The left arm and the legs are placed as they were when the Marshal dismounted; his torso, on the contrary, corresponds with the gesture of the right arm that is lifted and waves the saber. And, too, in Watteau's *Embarquement pour Cythère*, a drama is developed from right to left. In the foreground, near a bust of Cypris engarlanded with roses, a young man kneels before a girl and seems to entreat her consent. Beside them a girl, seen from the back, accepts the hand proffered to assist her to rise. Farther on another allows her gallant to

put his arm around her waist and lead her away. Then several pairs meander smilingly to the ship. Finally, the pilgrims aid their ladies to embark and Cupids flutter around the flowery prow pointed towards the sacred isle. But all these juxtaposed scenes represent the different moments of one action, the story of one pair, seen at successive moments. My St. John the Baptist is shown with both feet on the ground. It is probable that an instantaneous photograph of a model would show the rear foot already lifted and moving towards the other. But the photographed model would present the singular aspect of a man suddenly paralyzed, all the parts of his body being exactly reproduced at the same one-twentieth or even one-fortieth part of a second, and there is not, as in art, the successive development of the gesture necessary to produce the effect of movement. The scientific picture, where time is suspended, is much more conventional than the impression produced by an artist of a gesture executed in several seconds. Science represents reality as a botanist shows us flowers, but the artist succeeds in evoking the enchantment of a garden."

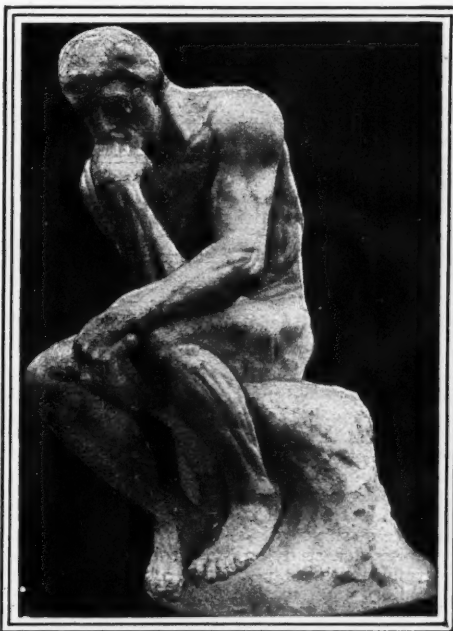
M. Gsell asks of Rodin, In what definitely consists the study of nature that is the Book of Wisdom for all artists? "It is not Nature herself that you show in your work," says M. Gsell. "You are forced to change her, and the proof of it is that a mold would not at all give the same impression as your masterpieces," Rodin defends himself with the tranquil authority of innate good sense.

"I am a hunter of truth and a spy of life. I obey Nature in everything. The sole principle in

art is to be servilely faithful to her. With due respect to ultra-aestheticism, every other method is disastrous. There is no receipt for embellishing Nature. There are two ways, at least, to offend



AUGUSTE RODIN, THE FRENCH SCULPTOR



RODIN'S MASTERPIECE, "THE THINKER"

Nature—not to observe her sufficiently and to observe her wrongly. In both cases the artists are well punished. They devote themselves, by this failure to observe or by this excess of detail, to romanticism or to banal realism. They become dilettanti or photographers, aesthetes or disciples of Zola. When an artist arranges Nature, when he puts her in fine poses, and disposes her so as to please an ignorant public, he creates ugliness because he is afraid of truth. The public does not care for truth. The taste for reality exists only where there are culture, traditions of social life, the habit of observing and understanding the spectacle things present. All the aristocracies have been realists. The mob is imaginative and delights in the commonplace romantic. I think with joy of the grand seigneurs who took pleasure in seeing themselves painted with the greatest realism. Charles V, who allowed Titian to show his supreme hardness; Philip IV, who endured from Velasquez the portraits as an extremely elegant but very insignificant man with a hanging jaw. With our most intelligent contemporaries we see revealed a repugnance for artistic truth. They want to seem hairdressers. And the women aspire to be either an engraving of a great tailor or an illustration for a magazine. All this comes from the evil of the age—that is, indifference to truth and incapacity for taking interest in the real."

M. Chaumieux recalls a page of Anatole France where he has defended with grace the eminent dignity of them who have temperament enough to be enchanted with realities

without needing the help of literature and art. He compares two persons, one an artist pursuing woman in mystic dreams of the Infinite, poetry and æstheticism, and the other simply in love with a living girl. And to the artist Anatole France makes another character cry, "You believe him a mere animal because he does not understand Rossetti's sonnets. But take care that he has not more imagination than you can muster. He can discover the inherent beauty of things, and as for you, you must have La Pia herself—not as she was in her poor mortal life, but such as the art of poet and painter has made her." "If I have well understood Rodin, he might aim similar barbed shafts at those who bedizen Nature with the cosmetics of the workshop."

Rodin declares that he is deeply religious—that from the observation of material forms he has arrived from meditation to meditation at the shore of the Unknown. He speaks of the august serenity of the three goddesses of the Parthenon, of the melancholy exaltation that seized him before the

Rustic Concert of Giorgione, of the sentiment of destiny in Millet, and, above all, of the mystery that underlies the soft lines dear to a Vinci. All bring him unceasingly to recognize in this world something that goes beyond. "Mystery," he says, "is as the atmosphere of the very beautiful works of art. They express all that genius feels before Nature. They represent Nature with all the clearness, with all the magnificence that a human brain can discover in her. But necessarily they encounter the Infinite Unknown that surrounds on every side the very minute sphere of the Known."

Rodin, whose fame is world-wide and whose works have often disconcerted, appears in these dialogues as a follower of the classic tradition. Phidias, Aristotle, Horace, Racine, La Fontaine, Molière, and Hugo have borne the same witness: study of nature, entire submission to the objective, the virile worship of reality, and the gift of finding in Nature, even when tragic, that beauty that is the law itself of art.

## GABRIELE D'ANNUNZIO AS ART COLLECTOR

GABRIELE d'Annunzio recently told a group of friends this story in a mood of buoyant gaiety:

An actress who had been forced to leave the stage, because of an accident to her right eye applied to me for the rôle of the one-eyed woman in "Paolo e Francesca." I gave it to her. The next day the newspapers published my inhumanity. In a rage I had put out her eye to gain greater artistic realism!

There is probably as slight a foundation for the other legends that have grown around the Italian poet's personality. Yet it was a relief to his friends and admirers when the much discussed sale of art treasures at the Villetta alla Caponcina was an accomplished fact. That the sale may prove a moral as well as material redemption for the poet, in whose later works an increasing preoccupation with sumptuous decorative detail has been uneasily noted, is some compensation for those who regret the dispersal of a collection so carefully and intelligently chosen.

In *La Lettura* (Milan) Signor Luigi Rasi is full of anecdote and vividly calls up the atmosphere in which so many of the dreams and novels of d'Annunzio were created.

I had a feeling of desolation when I found myself before the courtyard transformed by d'Annunzio into a spacious anteroom flanked all around by

enormous plants in terra cotta vases ornamented with masks and bas reliefs and festooning. I went into the first salon—the dining-room. It might be a refectory of monks and the other salons cells of a monastery for their curious oppression and melancholy. The crimson of damasks, the deep tones of the furniture, partly old, partly restored and partly modern; huge missals on the huge carved reading desks, arabesque wrought-iron torch holders, gigantic tapers, cushions and draperies piled up in every available corner, terra cotta and plaster reproductions of the classic bronzes and marbles, worthless books with ancient bindings, sometimes priceless, dozens of brass mortars, rare porcelain, vases, old and new crystal wine-goblets. There was a pell-mell of the most incongruous objects; a plaster cast of Beethoven next two mummied feet enclosed in a little urn of crystal and gilded wood; with the Bambino, a psaltery and a great Æolian harp next the Bechstein concert grand from which the genius of Alberto Franchetti inspired in countless twilights the harmonies of the "Figlia d'Iorio." And as if the gloominess of the relics, the low tones of the furniture and the deep windows shadowed by the plants and vines outside were not enough, the master has had the doors and windows set with the opaque saffron curved glass of the mode of the fourteenth century as if to darken this twilight which seems to repeat the famous motto "Per non dormire!"

The only corner of the villa where a little of the violence of sunlight is allowed to penetrate is the paradise of a study on the second floor. It was charming with its wealth of rugs, cushions and footstools, vases, tables, bookcases, and portraits—two of these are by Leubach. Here d'Annunzio wrote his greatest drama "Francesca," and the lyrics and prose that have made him prince of our



living writers. At the première of "Francesca," d'Annunzio in a little room in the theater was reading Dante, his breviary, aloud, intoning the lines with an obvious delight almost physical. At the première of "La Nave," he was eating confitures at the Origo Palace, chatting brightly with the old marchioness. For each work, completed in an intense fervor of faith, is at once dead for the poet whose most imperative need is to create another.

But the study in which I have taken refuge from the noise of the auction beginning below is now in turn invaded, and I go down to observe the public. All the antiquaries are there, the representatives of the press, a few of the aristocracy, a few artists, a few men of letters, a few Americans, Germans and Russians; then the painter Michetti, the poet's spiritual brother, Ojetti and Praga. The auction is animated by the bidding for a fine XIV century painting, now a rare antique rug, again a glorious-toned strip of brocade, and has its climax when

a XIV century wrought-iron torch holder is put up. This and a magnificent carved reading desk brought the highest prices of the sale. When the auctioneer cried out "Saint Onofrius, antique statue in wood, life-sized!" a friend of mine exclaimed "That's the famous statue!" "Why 'famous'?" I turned to ask. And he told of its reception at Caponcina and the rose leaves strewn down the garden paths for the poet carrying it with outstretched arms with the sacred pomp accorded to relics and perhaps a little more of the superstition of the amulet that is hung up for the averting of the evil-eye. And admiration of his ever-childish simplicity of soul was mingled with some derision at this little episode—almost a parody of Gabriele d'Annunzio's indisputable greatness—undeniable to-day, but from which we cannot yet detach a certain inexorable grotesqueness. Greatness and grotesque notes which recall to me capriciously the "Knight and Death" of Albrecht Dürer.

## HAGENBECK AS AN EDUCATOR

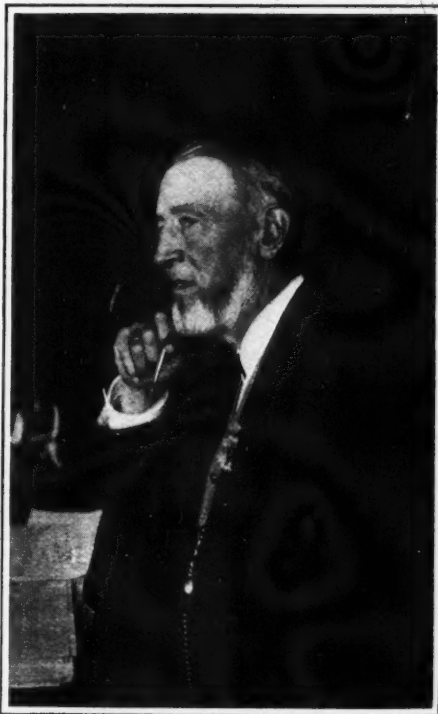
THE splendid project of Carl Hagenbeck, the famous animal collector, of creating a zoological garden in Berlin on the plan of his wonderful and unique *Tierpark* at Stellingen, near Hamburg, is rapidly being realized. The Emperor is lending active support to the undertaking. What such a park means as an educational, uplifting factor to the rapidly growing millions of the great German metropolis, what lessons it will inculcate as to the duty of preserving animal species that are being ruthlessly exterminated, and related points, are enthusiastically discussed in an elaborate article in the *Süddeutsche Monatshefte* (Munich), by C. G. Schilling, the African traveler and zoologist. He begins by remarking that "a large percentage of the school children of Berlin have never seen a lark nor heard a nightingale, and can not distinguish in a field between wheat and rye." Then he continues:

It is a physical impossibility to flood the outskirts of a city, even on holidays, with hundreds of thousands without robbing the woods of their primitive charm. Thus it is that within any accessible distance of a great town the country is laid waste. Large cities and primitiveness are incompatible, and yet people would so gladly know the various aspects of jungle, plain, virgin forest, swamp. Fortunately, a comparatively ample space is at disposal for Hagenbeck's venture. His park at Hamburg is world-renowned, and in spite of the great number of zoological gardens in Germany, it has in a short time aroused the special interest of both natives and foreigners. And this with good right, for it is constantly being freshly supplied, at first hand, by the popular founder with animals from every quarter of the globe accessible to his widespread forces.

The writer was profoundly impressed at his first view of Hagenbeck's creation at Stel-

lingen. What the former had tried to describe in words—"the mighty language of the earth's crust, which shows us in living letters, as it were, the primitive abundance of animal life—Hagenbeck has reproduced artificially, and yet how naturally, in miniature."

The layman can hardly realize the extent to which animal species have been decimated by man,



Photograph by George Grantham Bain, N. Y.  
CARL HAGENBECK, THE FAMOUS ANIMAL TRAINER

whose beginnings reach back many hundreds of thousands of years; nor the fact that in the tertiary period, in particular, our globe teemed with highly developed animal life. Man had to fight his way through it inch by inch to his present stage of perfection. Hagenbeck's idea is to give us a realizing sense of those past conditions. Molded of stone, of colossal proportions, he surrounded a pool with the giant animals of the primeval world, some of them reptiles that lived millions of years ago but whose remains are preserved imbedded in stones; with huge flying dragons and other gigantic creatures now matched in size only by our ocean whales. Only one step further and the visitor beholds a miniature arctic world, alive with seals, walruses and northern sea-birds, crowned by rocks and crags of arctic formation. And he sees, further, living specimens of the antarctic region: sea-elephants, sea-lions, penguins. In the background, separated from the onlooker by invisible ditches—not by gratings, which destroy the illusion—polar bears, musk oxen and reindeer meet the eye. Hagenbeck's walruses, the first the writer had beheld alive, were as tame as dogs, clever, and touchingly affectionate.

Hagenbeck is a pioneer, too, in herding the most varied species of animals in extensive

enclosures, thus affording the visitor for the first time a living picture of the animal groups of the steppes where, as in East Africa, for example, of 160 species of native mammals, thirty or more different species may, at a favorable time, be seen assembled together within a comparatively small space.

Hagenbeck felt intuitively that the time had come when it was essential to open men's minds by great living pictures to a realizing sense of the wonderful, multiform creatures on our globe. Such a beginning is worthy of all praise, in contrast to our sophisticated views, which almost ignore the rich, beautiful, glorious life that surges in distant steppe and virgin forest. What particularly draws me to Hagenbeck is his sympathetic comprehension of the tragedy of animal creation precisely in our day. And this, distinctly and clearly, is why I have headed my remarks "Hagenbeck as an Educator." What this man unfolds before us in living forms bears this device: "See how splendid is the fauna of our earth! Guard and preserve it! Suffer not that, for momentary, material advantage, it should be totally erased from the list of the living!"

## SULTAN MEHMED V., AS SEEN BY MR. STEAD

THE new Turkey has both a real man and a real policy. Such, at any rate, is the firm belief of Mr. W. T. Stead, editor of the *English Review of Reviews*. Mr. Stead spent the month of July in Constantinople and was accorded the privilege of a personal interview with the Sultan. He describes this meeting and what was said at it in his review for September. Of the Turkish ruler, he says:

The Sultan is a man well advanced in years. Of his sixty-seven years he spent thirty under constant surveillance, which made him practically a prisoner. No man can be long in confinement, whether in a gaol or in a palace, without to some extent losing nerve. The nerve and muscle of his mind might well have become atrophied by prolonged seclusion from the busy world. He has not the keen, alert, decisive temperament of a Roosevelt. He has not yet quite got his sea legs. He is not a man out of which "a riding Sultan" is made. His character is more contemplative than executive. He is given to mystic reveries. Persistent reports as to his ill-health, although as constantly denied, leave an uneasy impression that the value of his life is not high from the point of view of an actuary of an insurance company. To put the case at its worst with frank brutality, the Sultan is regarded as a weak old man, remarkable neither for intellect, energy, nor resolution, advanced in years and infirm of body, who is a mere puppet in the hands of the Young Turks. To suit their turn, they summoned him to a throne which they are quite ready to provide with another occupant should he cease to be as clay in their hands. . . . It is true that Mehmed V. is neither a Peter the Great nor a Mahmoud II. It is true that he is advanced in years, and that he has lived most of his life as a

recluse, finding consolation in the study of Arabian mystics rather than seeking his inspiration in Blue-books and state papers. It may be true that his health is not of the best, and it is undoubtedly true that he was called to the throne by the military *pronunciamiento* which was exploited by the Young Turks in the interest of constitutionalism. Nevertheless and notwithstanding, I adhere to my deliberate conviction that at the present moment the Sultan is the man of the situation, and that the hope of the immediate future lies in the opportunity which skilful and courageous Ministers may afford him of carrying out the policy which he believes to be the best for the maintenance and the preservation of the Ottoman Empire.

The Sultan is the man of the situation, Mr. Stead maintains.

He is the man of the situation—first, because he is Sultan; secondly, because he is the Caliph of Islam; and, thirdly, because he has got fundamentally sound ideas as to the principles on which the Empire should be governed. He may be a weak, timid, irresolute, inexperienced old man. But he is still the man on the throne, the legitimate heir and accepted representative of the House of Osman, the recognized chief of the Moslem world. By virtue of his position, at once secular and sacred, he counts for more than any other human unit in the Near East. It is in his name and by virtue of his delegated authority that government is carried on. Not even the incredible *betises* of some of the Young Turks have been able to rob His Majesty of the glamor and the glory that are inseparable from the person of the Padishah. Abdul Hamid traded on the credit of the position for over thirty years. Mehmed V. finds the prestige of the throne unimpaired in the eyes of the majority of his subjects, even by the crimes of his predecessor.

Far from being a conventional palace puppet, his English interviewer found the head of the Turkish Empire,

a real man—a man of slow, but steady intelligence; a man genial and sympathetic in temperament; a man modest and retiring rather than ambitious, but nevertheless a man capable of firm resolution, and not by any means incapable of conceiving a high ideal and adhering to his purpose with an altogether unexpected degree of firmness. Above all I found in him a saving sense of humor; a shrewd and kindly wit; a willingness to listen and to share ideas with a stranger. There was no affectation in the Sultan. He was a human being in a very difficult post, who rather wistfully welcomed any sincere converse on the duties and responsibilities of his great position. He is not a hustler like Mr. Roosevelt, nor a dramatic *entrepreneur* like the Kaiser, nor a complete man of the world like Edward VII. There may be about him a certain lack of alertness, born of long seclusion; but after all has been said, Mehmed V. is a good man—a kindly man; a man with a mind and a character of his own; a man with a conscience; and besides all that he is the man who more clearly than any other man whom I met in Turkey grasps with a kind of inherited instinct the only principles upon which it is possible to make the Ottoman Empire contented, prosperous, and strong. That such a man should occupy the throne at the present moment in the heart of the Near East is to me the most reassuring fact of the present situation.

What's the policy of Sultan Mehmed V.? It is first and foremost, we are told, the policy of a constitutional sovereign.

But in the second place it is a policy of one who, while being a loyally constitutional sovereign, determined to govern through his responsible Ministers, is a believing Moslem. Thirdly, the policy of the Sultan, as he explained it to me and as it has been expounded to me by one of the most trusted diplomatists in his service, is a policy of peace. So far from being responsible for the policy of Chauvinistic aggression which in the last two years has so profoundly discredited the governing junta at Salonica, it is regarded by the Sultan with frank and unconcealed abhorrence. His watchword is peace. Of course, if the integrity of his Empire was assailed or its interests unjustly attacked, Mehmed V. would not hesitate to use the effective instrument which Mahmoud Chefket Pasha is making perfect. But if he had to sanction war he would do so with a heavy heart. Peace, not war, is the policy to which he is devoted. This is not the expression of a mere empty platitude. The Sultan's idea of peace is twofold. So far as the European powers are concerned, he is for friendship with all and entangling alliances with none. . . . What is much more important than his views as to the relations between Turkey and the great powers is the conception, the statesmanlike conception, which he brought to the throne of reconstituting the protective unity of the old fabric of the Ottoman Empire by a policy of fraternal coöperation and alliance between Turkey and the Christian states which have been established on the site of Turkish provinces. The Sultan's dominant idea is the creation of a friendly coöperative union, rather than a federation between the Ottoman Empire on the one hand, and Bulgaria, Greece, Serbia, and Montenegro on the other. Fourthly,

the Sultan is dead against the policy of enforcing uniformity of law, language, religion, or system upon all the races which make up his Empire.

One of the most disastrous mistakes of the Young Turks, says Mr. Stead, developing this idea, can be traced directly to their French education.



SULTAN MEHMED V.

Their political ideas were framed in the spirit of a French logician. They were so obsessed by the idea of uniformity that they went very near to sacrificing to their fetish the unity of the Empire. The Sultan was against this centralizing, Turkifying policy from the first. As constitutional monarch he was compelled to see it carried out in his name. But when in Albania and in Arabia it brought forth its fatal fruits in bloodshed, rapine, and revolt, he ventured to assert his early and unconquerable repugnance to the policy of Turkification. Upon this subject I had a very interesting and intimate conversation with His Majesty. I had been explaining the fundamental principles of the British Empire as those of liberty and self-government. The Sultan observed somewhat dryly that nations were sometimes like naughty children—a little whipping did them good. When I pointed to the good results which had followed the adoption of a Liberal policy in South Africa, the Sultan said, "I know all about General Botha and the Boers, but don't forget you had to whip them first." Then he went on to draw a parallel between British policy in South Africa and his own policy in Albania. He maintained that his policy in Albania was like ours in South Africa, and that the enthusiastic reception given to him by the Albanians when he visited Kossovo was a close parallel to the acceptance by the Boers of their position in the British Empire.

## WHAT THE TURKS THINK ABOUT MOROCCO

SINCE the Turkish Revolution of 1908, it would appear that England has played poor politics on the shore of the Bosphorus, and that Germany has quite outclassed her in the affection of the entire Moslem world. So much so, indeed, that the Kaiser has been repeatedly called the "Protector of Islam." During the grand vezirat of Kiamil Pacha, the Ottoman Government had some inclinations toward England, but her attitude, after his downfall, changed considerably, as she intimated that she would not have any confidence in the new régime, unless such men as Kiamil Pacha, Kutshuk Said Pacha, at one time President of the Senate, both favorable to Great Britain, would belong to the new Cabinet. So much, at any rate, we gather from the press of Constantinople.

The Turks take more interest in Morocco than it is commonly supposed, and those who know of the gradual conquest of all North Africa—inhabited by Moslems—and the way this colonization has been accomplished, will not be surprised to learn the attitude of their press.

The *Jeune-Turc*, which, with the *Tanin*, the *Yeni Gazetta*, the *Sabah*, the *Ikdam*, the *Rénine*, and the *Tanzimat*, are ably edited, and devote most of their space to a defense of Moslem interests all over the world. This journal says, under the caption, "The Policy of Compensations":

We learn that Great Britain would like to benefit from the Moroccan question, to call a general

Congress and settle many others. . . . Such Congresses and treaties are worthless. . . . The treaty of Algeiras has only recently been violated by the French Republic. . . . It is said that at such a convention, England would gladly let France and Germany make any kind of arrangement about the Kamerouns, while she would settle then and there all pending Asiatic and African questions and draw all the advantages to satisfy her imperialism. What else than a politic of compensation is there in an arrangement on such widely different matters, as Morocco, Persia, the Bagdad Railway and Equatorial Africa? . . . The only way is, to respect the treaty of Algeiras, the integrity of Morocco and for France to withdraw her troops.

Bitterly attacking France, for her "injustice" to Morocco, the same journal says:

There is a rule, recognized by all, that no nation can impose her civilization upon another. And if there is any need of intervening in the name of civilization, in the affairs of some belated country, in order to legitimate this intervention, it must be collective. . . . France does in Morocco what she has done in Algeria and Tunisia: she is "Tunisifying" the Cherifian Empire. . . . And what atrocities has the French military column not done on its march? Sold for a few "centimes" women and children prisoners. . . . they have shown a cruelty which is criticized even by French papers. . . . Have we forgotten the murder of the small King of Senoussi, of the contraband of arms to Morocco, of the protection accorded to Raisuli and other pretenders? Diplomacy, then, demands indemnities, as a new method of giving a country over to anarchy. . . . If these Moroccans were Frenchmen, defending their Eastern frontier, what brave heroes worthy of great monuments, would they not have been? . . . But in Morocco they are called bandits and fools.

## THE COUNTER REVOLUTION IN RUSSIA AND ITS EFFECT ON THE JEWS

THE high hopes raised by the granting of a constitution and the creation of the Duma in Russia a few years ago have proved an illusion. Autocracy rides roughshod over both constitution and legislature. Agitation is again brewing among the laboring masses, owing to the unsatisfactory condition of things, and the government seems aiming anew to divert its course and allow it vent by its old cruel device of inciting the people to outrages against the Jews. We get a graphic portrayal of the present situation in an article contributed by K. Marski to the *Neue Zeit*, a Socialist organ published at Stuttgart.

When the first Duma assembled, on May 10, 1906, Liberal orators were firmly convinced that the Jericho walls of absolutism in Russia would crumble before the trumpet tones of

their eloquence. But Stolypin triumphed. Five years later, May 10, 1911, the third Duma dared to raise its voice against the government. And again Stolypin was the real victor. We have set forth in these pages at various times the details of the struggle between the Duma and the Premier. Now it has come about that both the Duma and the Council of the Empire have come out point-blank against the government. What has been the result? "Nothing," answer the government organs. The Premier and his cabinet remain calmly at the rudder. The Duma cannot overthrow him. "In Russia, thank Heaven, there is no such thing as Parliamentarism," declared Kokovzev, Minister of Finance, on a certain occasion in the Duma.



The Russian ship of state, then, offers a unique spectacle: the government has been defeated and it is triumphant. And the bourgeois parties in the Duma, instead of forging ahead to gain the fruits of their victory and actually overthrow the government, are afraid to make the slightest further advance. The fear of the masses entertained by the bourgeois majority in the Duma is at bottom far greater than their resentment against a government of coups d'état and the gallows. It is a fact, therefore, that no Duma is able to overthrow a ministry, still less to check effectually the prevailing trend in any way. In this condition of things what resource is left? The very thought throws the bourgeois parties into a mortal panic. And how, indeed, could they appeal to the former for aid since those parties are themselves the final product of Stolypin's coup d'état of June 16, 1907, which robbed the working masses of even the curtailed suffrage which they possessed during the first two Dumas!

The Russian bureaucracy, says this German writer further, has in the course of this counter-revolution exploited in turn every class and party of citizens—the military, the capitalist parties, the Junkers, and the hide-bound reactionaries. Stolypin alone was bold enough to characterize clearly the Russian constitution.

In replying to the interpellation in the Duma, he observed that the legislative bodies could, in their impotence, accomplish nothing of any consequence: what the Duma concluded seemed too radical for the Council of the Empire, while the acts of the latter were too reactionary for the Duma. The government could not stand indifferently by and see this vicious going around in a circle; it must perforce make the laws and have them executed, regardless of legislatures, presenting the measures to them only after their completion.

But the joy of the absolutists in their triumph over the law-making bodies is not unalloyed.

In actually lowering these to the position of subordinate advisory councils they have thrown off the veil of parliamentarism, woven by the spoutings of a hollow liberalism, and exposed the truth in all its nakedness. They are, on the other hand, no longer able to suppress completely the laboring masses who are rousing into life once more. The body-guard of the government, the Black Hundreds, are looking around, therefore, for a safety-valve, just as on the eve of 1905. That safety-valve is again to be Jew-baiting. "In an emergency," declared a member of the Right in the Duma, "the Jews are for us the line of least resistance." And a reactionary deputy, Schulgin, observed that "every revolution in Russia would proceed over Jewish corpses."

It is no accident, concludes Mr. Marski, that directly after the vote on May 10, members of the Right introduced a resolution in the Duma calling for an investigation into the alleged ritual murder at Kiev and indulged in speeches calculated to incite pogroms.

This kind of agitation is growing more and more intense in the Black Hundred baiting press. "The Government of the Czar is evidently at a new edition of the Kishinev pogrom of 1904." To people who can interpret history aright this means that the counter-revolution in Russia has "gradually run the course of its logical development, after which absolutism must tend toward a new downfall."

### Legislation as to the Jewish Pale

The summary expulsion of Jews by the administration from various localities of Russia, and the extremely cruel measures used in the process of expulsion excites of late the comment of the leaders of intellectual Russia. Professor J. Gessen, an authority on Russian jurisprudence and a representative of the Constitutional-Democratic party in the second Duma, gives, in a recent issue of the *Russkaya Mysl*, a short survey of the history of the laws repressing and limiting the place of Jews in Russia. Tracing the history of this restrictive legislation, he informs us that it appears to have begun at the end of the eighteenth century, when, with the first division of Poland in 1772, Russia annexed the so-called White Russian provinces with a large Jewish population.

The laws restricting the locomotion of Jews in Russia were not invented in their original form for the Jews alone; for legislation restricted the liberty of locomotion of all subjects of Russia. This heirloom of the dark middle ages was once inculcated as a part of the national Russian system, but when with the flow of time under the influence of cultural and economic demands Russian life was rejuvenated, the civic state of the Jews was left unaltered.

The Jews in the above-named provinces were incorporated in the two official middle classes viz.: the "merchants" class, and the "commoners" class, whose members by the existing common laws were allowed to travel to cities and towns, but were forbidden to settle in the villages and hamlets.

When many of these Jews went to Moscow and other well-developed trade centers of central Russia their keen competition was at once strongly felt by the local tradesmen, and in reply to a purely businesslike petition of the Moscow merchants, the first restrictive law was passed by Catherine the Great in 1791, which forbade the Jewish merchants to settle in central Russia, and which opened up to them at the same time the newly conquered region to the north of the Crimea, in the south of Russia, then denominated as New Russia. We can easily judge from this that the only motive for this restriction was Catherine's well-known

eagerness to develop Russian trade, and it is a historical fact that she practiced similar methods on non-Jewish merchants also; so, for instance, she compelled a certain number of merchants to leave well-developed trade places and move to newly opened-up regions. And still this law of 1791 served as a foundation for the institution known as the Jewish Pale. Also the existing common law forbidding all "merchants" and "commoners" to live outside of cities and towns had a bad effect in this direction, because at that time it concerned only a very small part of the Russian nation; it enveloped the Jewish race as a whole, it bore a national character with them, and therein lie the reasons for the undesirable consequences, for the Jews were never again regarded by the government from the purely economical standpoint, and always ever since were treated as a race.

The first code of laws regarding the Jewish question was worked out in 1804 and revised in 1835. This code allowed temporary residence for Jewish merchants in certain cities. Since then the laws themselves have been very little altered except for the addition of further restrictions and very rare changes to the better, such as were made by Alexander II, who allowed educated Jews to reside in

cities outside of the Pale. The Pale itself was designated in 1835 in the limits of the ten Polish provinces and parts of the fourteen provinces in Southwestern Russia with the absolute denial to reside in villages and certain cities, also in the region within fifty miles of the Austrian and German frontiers.

At no time has the government exhibited any sound knowledge of the condition of the Jews and of the needs of the various localities. And thus it ordered over and over again the expulsion of Jews in great masses where it was an absolute physical impossibility to do so, being constantly informed by the local administration, which knew the exact state of affairs, that it demanded the impossible. Sheer misery and poverty predominate in the little towns within the Pale. Where the Jews live outside the Pale in any numbers they are the constant prey of and are at the mercy of the ignorant petty officers who literally plunder them for their right to live illegally outside of the Pale. From late despatches it appears that the government is still not satisfied with the miserable state of affairs and is tightening more and more the noose around the neck of this unfortunate race, the last proposal being to limit the credit of the Jewish merchants in the banking-houses.

## SHOULD SPAIN INTERVENE IN PORTUGAL?

THAT Spanish intervention in the political destinies of Portugal would be advantageous for both countries is the theme of an article by Señor Julio Munzo in the *Revista Argentina de Ciencias Políticas* of Buenos Aires. The writer does not believe that the present republican government of Portugal is capable of effectively controlling the discordant elements unchained by the revolution, and in view of this fact he finds that Spain would be fully justified in enforcing the establishment of a more efficient government in the neighboring country. As to the character of such intervention Señor Munzo says:

An intervention having for its object the ruthless absorption of a nation which, thanks to its glorious navigators and its intrepid warriors, has rendered so many services to civilization, traversing with her ships seas never before navigated, would be a crime offensive to the feelings of all generous hearts and would constitute a last and fatal blow dealt to the special rights and privileges of the various ethnic groups inhabiting the Iberian Peninsula. . . . On the other hand, to intervene merely in order to impose a sovereign upon a nation which does not wish him, or will not support him, to embark in a war simply out of hatred for republican institutions, as in the days of Metternich, of the Holy

Alliance and of the Congress of Vienna, would be not only an anachronism but also a piece of folly.

Therefore, admitting the necessity for intervention and its justification, and not wishing to violate the autonomy of a country—of which, however, Mariano de Carvalho, a cabinet minister under the old régime, has said that it never, in the whole course of its history, enjoyed real vitality and had never been economically independent—but desiring to reconcile the true interests of the Spanish people with the scruples of those who oppose intervention, there remains for Spain but one solution, the restoration of the House of Braganza, under the condition that it form part of a federation which shall unite Spain and Portugal in relations similar to those under which Saxony and Bavaria form part of the German Empire.

This, and this alone, would be the way to unite two ancient and opposing historic currents, to satisfy the aspirations of those who favor the union of the Iberian peoples, without doing violence to Portuguese autonomy. From a political point of view, it will suffice to indicate the important consequences that may result from the Hispano-Portuguese confederacy for the various Iberian nationalities which, though subject to similar historic con-

ditions with Portugal, were not fortunate enough to preserve their independence. The presence of an autonomous nation in the Iberian group would be an instructive example which would appeal to Navarre, still enjoying some of the rights of a free nation, and to Catalonia which has been despoiled of these rights. Moreover, the principle of the existence of two separate but federated monarchies on the Iberian peninsula having been admitted, there would be no good reason for restricting the number, and who knows but that in giving satisfaction to the local patriotism of the Navarrese, the Basques and the

Catalonians, a solution might not be found for the dynastic disputes which have so often desolated the peninsula, and a means of satisfying the ambitions, or the rights, of those branches of the families of Braganza and Bourbon which have been disinherited by changes in government during recent years?

In conclusion, the writer suggests that the union of Spain and Portugal might serve to improve the relations between the two great South American rivals, Argentina and Brazil, the former Spanish in language and culture, while the language and historic associations of the latter favor Portuguese influence.

## OVERSEA BALLADS IN KENTUCKY VALLEYS

IN the sequestered valleys of eastern Kentucky one would hardly expect to find the folklore of the British Isles. Yet Prof. Hubert G. Shearin of Transylvania University, assures us, in the *Sevanee Review*, that it still lingers there "untouched and unchanged." Brought originally to Jamestown and Philadelphia by emigrants from England, Scotland, and Ireland, it has "radiated by oral transmission thence through the 'gaps' and 'breaks' of the Alleghany ranges into its present seat, the land of the 'Lonesome Pine' and 'Kingdom Come.'" It has been Professor Shearin's pastime for some years to gather the folk songs of this region; and he now has more than three hundred in his collection. The spirit of balladry is still vigorous in the district; and not only are the old songs transmitted, but new ones are created.

Prof. Shearin is eager to bring the reader face to face with this persistence in twentieth century America of the songs of our British ancestors, "believing that curiosity, if nothing deeper, will be evoked by acquaintance with them before they have faded into the shadows of the past."

A disaster in forest or mine, a murder or a quarrel, a county political campaign, in short, any unusual incident, is a ready source of inspiration to another "song-ballet," which, in lieu of newspaper or telegraph, becomes a very practical disseminator of local happenings and a real moulder of public opinion. Any social gathering, whether a group around a banjo-picker by the stove in a cross-roads store, or a "frolicking" among the young folks at their games and dances, is sure to call forth songs that thrill the lover of these native lyrics. To the thrum of banjo or "dulcimore" they are sung; or maybe it is a fiddle or accordion or mouth-harp; even in these latter degenerate days one finds an occasional cabinet organ from the metropolitan mail-order emporium.

The subjects of these mountain songs are of the most varied character, ranging from gold-seekers afloat upon the Spanish Main to canal-building in Pennsylvania. Professor Shearin confines himself in his article to "songs coming from the mother country on the lips of pioneers, to live for three hundred years thereafter by oral transmission solely;" and of these he has found thirty-seven. Thirty-four of them are English or Scottish, the remaining three being indubitably Irish. The former he divides into two classes: (1) those which can be identified by their parallels in printed editions; (2) those whose "original British variant is either lost or difficult of identification, yet which from internal evidence are undoubtedly insular." Of the first group nineteen are in the Professor's collection. Of these one of the favorites is "Barbara Allen's Cruelty," of which there are no fewer than six variants: All tell the same old story: how Sweet William slights Barbara; she forsakes him; he dies of a broken heart; she dies of remorse. The closing verses run:

O father, O father, come dig my grave,  
Oh, dig it both deep and narrow;  
For my Sweet William died in love,  
And I will die in sorrow.

Sweet William was buried in the old church-tomb,  
Barbara Allen in the church-yard by;  
Out of William's grave grew a great red rose,  
Out of Barbara Allen's a briar.

They grew and grew to the old church-top,  
And till they couldn't grow any higher,  
And at the end tied a true-love knot—  
The rose wrapped round the briar.

Other ballads in this group are: "Lord Bateman," "The Bailiff's Daughter of Is-

lington," "The Cruel Mother," and "The Green Willow Tree."

Many obsolete words and phrases have survived in these Kentucky songs, the meaning of some of which is unknown to the minstrels themselves. Professor Shearin cites the following examples:

Last summer a gray-bearded old fiddler was singing for me "The Bailiff's Daughter of Islington." "What does that word Bailiff mean?" I asked him. "Oh, shucks," came his prompt and logical reply, "that's just in the song." Occasionally, however, an obsolete word is made over clumsily into the current vernacular. I recall a curious instance from "Lord Randall." The British version has these lines:

"Mother, make my bed soon;  
I am weary of hunting, and fain would lie down."

My singer could not brook the meaningless "fain," so he sang, "and pains me lie down;" while another yet more curiously phrased it, "I faint and lie down."

The second group numbers fifteen, the scenes of five of which are laid in London; London Bridge, Newgate Prison, and St. Pancras Church being mentioned specifically. Others refer to Edinboro, Sheffield, Nottingham, "Domesse," and "Pershelevy." We can give only a summary of a few of these:

"The Rich Margent" (Merchant) thinks his pretty sixteen-year-old daughter ought to marry:

"Go dress yourself, Dinah, in rich cordeelee (corde du laine);  
I'll bring you a husband both gallant and gay.

"O father, O father, I hain't made up my mind;  
For to get married I don't feel inclined."

Her obdurate parent cuts her off from her patrimony, and she poisons herself a few days later in the garden, where her lover Felix finds her.

"He called his dear Dinah ten thousand times o'er;  
He kissed her cold corpse ten thousand times more.

He drank up the poison like a lover so brave—  
Now Felix and Dinah lie both in one grave."

In "Jackaro" the only daughter of a rich London merchant loves a sailor-boy whom the father causes to be banished. Hearing her lover has gone to the wars in Germany, the maiden disguises herself and seeks enlistment. The recruiting officer says:

"Your waist it is too slender,  
Your fingers they're too small,  
Your cheeks too red and rosy  
To face the cannon-ball,  
To face the cannon-ball."

She succeeds in enlisting, however, under the name "Jackaro," and finds her lover among the wounded:

"She picked him up all in her arms  
She carried him to the town,  
Inquiring for a doctor  
To heal his bloody wound,  
Oh, to heal his bloody wound.

"This kipple [couple] they are suited  
And always did agree,  
And also they got married—  
And it's why not you and me?  
Oh, it's why not you and me?"

The three Irish ballads are: "Irish Molly O," "The Wexford Girl," and "William Reilly." The last named is indigenous to Ulster, and rests upon a historic basis. Reilly was a young Catholic farmer of this district. The daughter of a neighboring squire, named Foillard, a wealthy man of high Orange principles, falls in love with him, induces him to accept rich presents from her, and to fly with her by night from her father's house:

"I'll leave my father's dwelling, forsake my  
mother's fee,  
So through the howling wilderness, and married  
we will be."  
Her old father followed after them with seven well-  
armed men;  
Overtaken was poor Reilly with his lovely Polly  
Ann.

Disappointed that Reilly, on being brought to trial, is sentenced to transportation instead of death, the old man accuses him of theft:

Then up spoke her old father, these words that he  
did say:  
"He's taken from me gold watches, he's taken from  
me gold rings;  
He took a silver broochpin, 'twas worth a thou-  
sand pounds;  
I'll have the life of Reilly, or spend ten thousand  
pounds."

The girl swears that she had herself given the things to her lover as presents, and secures his release.

Professor Shearin's regret will be readily understood when he remarks that "in another generation or two these songs will be but a memory in the Kentucky highlands; the clank of the colliery, the rattle of the locomotive, the roar of the blast-furnace, the shriek of the factory-whistle, and, alas, even the music of the school-bell, are already overwhelming the thin tones of the dulcimore and the quavering voice of the Last Minstrel of the Cumberland."



## THE CORONATION AS SEEN BY A FRENCHMAN

THAT it was not natural for an Englishman to love a Frenchman, and *vice versa*, is a saw hurled almost inevitably in discussions anent the sincerity of the *entente cordiale*; but saws have a way of going out of fashion, and this one, in these days of a Canadian Premier at once so essentially Gallic and so loyally British as Sir Wilfrid Laurier, is as discredited as the Grecian bend or the crinoline or other lapses of our grandparents. The pages of M. le Comte d'Haussonville, of the Académie Française, in the *Revue des Deux Mondes*, on the coronation of King George reveal deep understanding and fellow-feeling, illumined by enthusiasm and, rarest of all, a love for London as complete as a Cockney's.

M. d'Haussonville follows the holiday folk in the Strand and in Fleet Street among the venders of programs, ribbon badges and flowers, the crowd whose chief characteristics of self-respect and self-restraint he finds so interestingly contrasted by their real strength that could so easily degenerate into violence. The policemen he admires for their admirable discipline and courtesy, and even with the patient sandwich-men, with the advertisements for the tribunes, he fraternally sympathizes.

Where this crowd seems most at ease, really at home, is in Saint Paul's, on the benches, listening in respectful silence to an office that happens to be rather colorless and monotonous, like our Matins or Laudes; but they listen with awed wonder, comparing, I am sure, mentally, the service with that of their village or town, and finding it much more beautiful, which all adds to their admiration for the King's city. I see before me, I imagine,—for after all I cannot know,—all that which is most solid, respectable and ancient in England. In the evening I mingled with a crowd of quite another kind, and certainly it ill behooves me to complain, for it was a Shakespearean motley. The sight was of a real splendor. The great canopy of blue gauze shaded the electric light, and rendered Albert Hall extremely brilliant, and at the same time in perfect taste. The aspect of this immense salon, when at midnight the sixteen quadrilles were danced by the descendants of the greatest families in Shakespeare's time, was grandiose and unique. It was a conception combined of legitimate literary pride, of patriotism and aristocratic respect for the past which suggested the idea to the committee, for the great world's merrymaking was essentially English.

At the Abbey, the distinguished French visitor was charmed by the police order measures, thanks to which his carriage was not delayed, and by the reception at the entrance.

One would say they were young men of good family assisting their father to receive, as they

called attention to the steps and apologized for the draughts as I was escorted down the corridors to my excellent place on the second tier of the first tribune opposite that of the suites of the foreign princes. It would be impossible to be more attentive to guests. At once I was struck by the perfect taste of the ensemble. It was no easy matter to build in a Gothic church tribunes in accord with the lines and to decorate them so as not to violate the severe ecclesiastic style, but the double problem was admirably solved. In this immense symphony of draperies of blue and of the gray that shaded imperceptibly into the ancient stone, the sole note of color was in the crimson of the thrones. I recalled the delicate coloring of the great English painters. For taste, measure, and harmony of tones, it was perfect.

M. d'Haussonville was struck by the great rôle played by the Church in the ceremony and by the simultaneous affirmation of the rights of the King and of the people—here not a vain word, but an every-day reality. "The mutual confidence that this accord will last constitutes the grandeur of the ceremony today, as for more than a century it has made the strength of England."

Apropos of Queen Mary's part in the ceremony:

If the Anglican Church, which has given so many great men to history and can boast to-day of such noble virtues, has lost any part of her dominion over the nation, there was to-day at Westminster at least one true believer. It was the Queen. I could only see the King when leaning forward, but I had a full view of Her Majesty. By the inclination of her head, by the attitude of her entire figure, I had the impression that in her inmost thought she received indeed a sacrament, and all that I hear of her convinces me that she will exercise that powerful and sweet influence of piety and virtue which is in every land the honor of woman.

After the ceremony a Salvation Army major led the visitor through the slums, where the poorest windows were illuminated with tallow candles or tiny oil lamps.

Before the Piccadilly and Oxford Street illuminations I should have gaped as at many others I have seen, but this walk through the slums enabled me to see that in the poorest quarters, and more heartily, perhaps, than in Mayfair, the people were celebrating their King's crowning. The provincial towns had celebrations like London, and a sort of wave of monarchism swept over all England. Never has the royal oak been more flourishing. It can withstand the wind, storms and even earthquake—it will not be uprooted. What great progress the imperial idea has made in England in the past ten years is clearly seen by the royal procession. It is the celebration of the Dominions almost as much as of the Isles. Everyone agreed that the Indian division was the most brilliant.

Of the sovereigns, M. d'Haussonville says in conclusion:

The King is, first of all, a sailor, already a great factor in popularity, a model father and husband, for which the pious and worthy element will commend him all the more because there are some who complain of the austerity of the future court. Public opinion, however, will not support these cavillers. All the duties of his kingship will be scrupulously fulfilled, and these duties will fill his life and the Queen's, brought up by her mother in the active practice of public charity. George V, in short, is a

true Englishman, in his habits, his love of sport and his attachment to tradition, but at the same time he feels democratic needs. It was at his personal wish that a certain number of representatives of the trades unions were invited to the coronation and to the garden party on the 27th. He will work more than play and show himself the worthy grandson of Queen Victoria and Prince Albert.

Two great forces are still intact in England, the monarchical sentiment and religious faith. At the most glorious period of her history France knew this union. England retains it still, and therein lies the secret of her great strength.

## THE SUBSIDENCE OF THE SOIL IN THE NETHERLANDS

IN *De Ingenieur*, S. Blaupot ten Cate discusses the proofs which establish the fact of a gradual lowering of the soil level in the Netherlands,—if not general, at any rate near the coast. This subsidence is not greater than 0.2 meter (8 inches) in a century, if we make use of the average figure for the past five centuries,—for it is impossible to determine whether the movement takes place at a constant rate.

The writer notes the following well-known facts to support his conclusions:

1.—The sinking of the ruins of Roman structures which in the third century were still in use and which could not have been so if they had been at their present level, since they would have been covered by the sea at high water. The subsidence of the soil about these various buildings since the third century has been between 1.5 and 4.0 meters ( $5\frac{1}{2}$  and 13 feet).

2.—The formation of the Zuyder Zee and of the Dollart Zee in the Netherlands, as well as of the Gulf of Jade in Germany, which have taken place within comparatively recent times.

3.—The sinking of certain drained lowlands of Zeeland, estimated, with a fair degree of probability, at from 30 to 35 centimeters (12 to 14 inches), during the last two centuries.

The writer adduces another proof of the subsidence of the soil in giving a novel explanation of the formation of certain plateaus which are to be found in considerable number along the low and very flat coastal plains of Friesland and Groningen. This explanation, based upon historical evidence, measurements, geological and archeological researches, enables him to estimate the extent of the lowering of the soil level of the Netherlands since the first century B. C. During

the last two centuries sinking has taken place, according to the figures deduced from these observations, to the extent of 36 centimeters (a little over 14 inches).

These plateaus, called "terpen," are generally circular in plan. They are raised from 4 to 5 meters (13 to 16 feet) above the surrounding plain, and their area is, in some cases, as much as 15 hectares (37 acres). Contrary to what has usually been supposed, they are not artificial refuges where the people could betake themselves and their cattle in case of inundation. What are apparently refuges of this kind do exist, but they have a character entirely different from the "terpen." According to the author, the latter were pasturages whither at one time the first inhabitants of the country—nomads—came each year to spend the summer. During these early times the "terpen" must have been merely natural prominences which would be swept over by the waves in case of storms, and, consequently, could not have been inhabited during the winter.

The sinking of the soil took place slowly and the generation of nomads gave place to agriculturists. Dikes were built around the "terpen," first to protect the summer pasturage, then to make them habitable in winter. Finally, the soil was raised back of the dikes, as is always the case where it is occupied by a dense population. In addition, the inhabitants conveyed earth to them, generally selecting the material with care, for the soil is more charged with lime compounds than is that of the neighboring lands, and is rich in shells; besides the earth was enriched from the manure of the cattle. For this reason, the soil from some of the "terpen" which are not occupied is actually often used by the farmers of the neighborhood to enrich their fields.

The writer reviews the consequences springing from the sinking of the soil level for the great engineering works entered upon as planned in the Netherlands, and points out the difficulties likely to arise. Among these undertakings may be mentioned schemes of sewage disposal, of recovery of land from the sea, dike construction, canals, locks, the draining of swamp-land and the formation of farms, and particularly the great work of re-covering the bed of the Zuyder Zee, which has been the earnest subject of study for many years and which will certainly be carried to completion.

## HONDURAS, A COUNTRY OF MANY POSSIBILITIES

THE proposed new treaties between the United States and Nicaragua and Honduras will doubtless direct attention to the last-named country. Although in point of size it ranks third in the group of Central American countries, less is known of Honduras than of its neighbor republics. It is a country of immense possibilities and of great latent wealth and power; and for some time past there have been many indications of a commercial awakening in the Republic. Voicing a similar view is an article in the *Bulletin* of the Pan American Union on "A New Chapter in the History of Honduras," which says that "with the appointment of Dr. Francisco as Provisional President of the Republic, there has developed within the country a renewed spirit of hope and optimism bent on uniting and harmonizing the various elements in its new lease of life."

Honduras has an area of 46,250 square miles—an extent equaling the combined areas of Pennsylvania and Rhode Island. Its political divisions are sixteen departments and one territory; and these are further subdivided into districts. The total population is estimated at about 745,000. Railroad development in Honduras is still in its infancy; and the only means of securing reliable information as to its commercial conditions are journeys on horse- or mule-back into the interior. Mr. Arminius T. Haeberle, the energetic United States consul at Tegucigalpa, has made several such trips; and the *Bulletin* article is based on his account of one of them. Tegucigalpa is the capital; its name signifies "the hills of silver" and was bestowed upon it by the Spaniards when, "having been led across unknown mountain ranges by the gleam and dream of the hills of silver," they founded the city in 1578. It has an elevation of almost 3500 feet; and Mr. Haeberle describes it as "the home of 13,890 souls, a delightful place in the tropics, where every prospect pleases, with an abundance of sunshine from October until May, and with

*patios* full of flowers all the year round, with glowing sunsets and cool nights."

Next to Tegucigalpa, the most progressive section is the Department of Comayagua, whose capital, of the same name, is regarded as the most logical site for the terminus of a railway from the north coast or for the chief distributing point of the long-looked-for Inter-oceanic Railway, to connect the north coast with the south. Although chiefly an agricultural district, the Department possesses no fewer than 97 mines, including 55 gold; 10 gold and silver; 8 silver; 20 gold, silver, and copper; 3 gold and copper; and 1 gold, silver, and iron. The most fertile valley is that of Siguatepeque, which abounds with mahogany, cedar, a dark hardwood, the wild plum and fig, and many other trees. The agricultural methods are very crude. Mr. Haeberle says:

Instead of cultivating the valleys, farming is carried on in the mountains or hills, where the soil is very fertile. . . . A small patch of ground is cleared and burned, thus destroying all weeds. The corn is then planted and grows well. But as the grass begins to grow the next year, the patch is abandoned and another is burned instead. . . . Each farmer raises merely enough to supply his person or the local demand.

Honduras has a flourishing "Panama hat" industry, Santa Barbara being the center.

About 15,000 of these hats are made annually by the women of Santa Barbara. The palm leaf, from which they are made, is called "junco." The most tender leaves are selected and exposed to sulphur smoke, moisture, and the rays of the sun. The price is about 18 cents gold for two dozen leaves, the amount needed for one hat. It takes about two weeks to make an ordinary hat and one month to make a fine one.

A round block, called "horma," is used as a form for making the crown. After this part is finished a table is used, provided with one or more holes, into which the crown is dropped and the rim woven on top of the table. These hats are sold at from \$1.20 to \$14, according to their quality. They are made during the wet season, as the straw breaks during the dry. Even in the wet season a

damp cloth is constantly used to moisten the straw while weaving. When they are finished, they are placed in a large box and again subjected to sulphur fumes, after which they are ready for the market.

At Comayagua, the ancient capital of Honduras—Tegucigalpa did not become the capital till 1880—the cathedral, 302 years old, still stands, surrounded with massive ruins pointing to a flourishing past. The town is in the center of a fertile valley 42 by 24 miles in extent, and producing sugar-cane, coffee, rubber, vanilla beans, and an abundance of medical plants. The valley, traversed by 19 streams, has an abundance of water which might easily be used for motive power. Near the town is a distillery of *guaro*, or native rum, the manufacture of which is a Government monopoly from which is derived an annual revenue of about \$400,000. Contracts for one year are awarded in different districts; and the product is examined by Government inspectors.

In the Yaguare valley, about 20 miles east of Tegucigalpa, the agricultural methods are

more progressive. Here also are to be found the most modern flour-mills in Honduras, and the largest *guaro* distillery in the interior. Here, too, is an excellent locality for sugar-cane.

Summing up the possibilities of development, the *Bulletin* says:

Honduras offers, first and foremost, a territory admirably adapted to the cultivation of sugar-cane, coffee, beans, bananas, tobacco, rubber, coconuts, etc. Immense tracts of timber land are available, which should afford profitable investment. The Republic has considerable excellent agricultural and grazing lands. . . . And, finally, there are the mineral resources. Gold, silver, copper, iron, lead, zinc, tin, platinum, quicksilver, coal, are all known to occur in the country, and only because of inadequate means of communication has their exploitation been retarded.

The Government is now busily engaged in road construction, and, labor being very cheap and abundant, the preliminary work of opening up mines may be carried on with comparatively small capital.

## HIGHER EDUCATION FOR WOMEN IN RUSSIA

A BRIEF survey of the development of opportunities for higher education for Russian women is given by Professor M. Kovalevsky, in a recent issue of the *Vyestnik Yevropi*. He does it apropos of a new project that has been passed by the Duma and the Imperial council.

The movement to place higher education within the reach of women appears to have begun in Russia in the sixties of the last century, when a committee consisting of three prominent educators was appointed by the government to investigate this question. This committee brought out a most favorable report, saying that no serious reason was to be found for denying to women the right to attend the universities and to teach in the secondary schools. Because of a reactionary turn in the government nothing was done then to actually admit women to the universities. In regard to secondary education for girls, Russia was, however, in the seventies, in advance of all European nations. This statement of the government seems to have been corroborated by John Stuart Mill in one of his works. The "gymnasias" for girls were founded very liberally throughout the country, and were conducted in such an excellent way that they served as models for the Prussian "*Hohere Tochterschulen*," when these were organized in 1872.

The aim of the above-mentioned project is to change the existing system, which allows men to work only for diplomas in teaching in the higher institutions of university rank, and

which leaves to women the right only of studying medicine and of acquiring first the physician's diploma and earning the doctor's degree by defending a dissertation. This is the general system prevailing in the Russian medical schools, which do not give the M. D. degree directly upon the completion of the course.

This project shows how far in this matter of the higher education for women Russia at the present day is behind the other civilized nations of the world and its own official wishes of as early as 1861. Up to the present time the Russian universities have pursued this course, whether it was or was not legal for them to admit women, although as far as they themselves were concerned they were always in favor of admission.

The author further expresses his surprise that the good results reached by Switzerland and France were not taken note of by the Russian Government. He is especially elated over the splendid results in the United States and Norway. He quotes the reports of certain officials of Cornell University and of Northwestern University, at Evanston, Ill., the well-known advocates of co-education in the United States. Sweden, in the eighties, had the only woman in Europe occupying a professional chair—it was the talented Russian mathematician and author,



Sophia Kovalevska, professor of higher mathematics at the University of Stockholm.

The Russian legislator treats the question of education for women very cautiously, following Germany rather than France, Switzerland, England, the United States, and Scandinavian countries. In the project passed by the Imperial council nothing is said as to what professions higher education should lead women. The question is left open in regard to all professions save two—teaching and medicine. The law acknowledges the woman physician and teacher. The law wishes to see women teaching not only in the lower, but also in the higher grades of the secondary schools. But it does not concern itself with the question where women are to get their preparation for the State examinations—whether in the universities side by side with men, or in institu-

tions for women only. At the present time the Female Medical Institute in St. Petersburg is the school giving medical degrees to women. In St. Petersburg, Moscow, Kiev, and Odessa there are the so-called "Higher Courses for Women," which give advanced courses in national, mathematical and other sciences, but give no degree or official diploma.

The new project now allows women to study with the men in the universities and to take the state examinations leading to teaching diplomas. It also provides for equal pay and pension for men and women teachers. The measure is liberal enough in itself, but it is improbable that it will meet the necessary approbation from the reactionary officialdom at St. Petersburg.

## THE DARDANELLES AND THE BOSPHORUS: AN ITALIAN VIEW

NOW that some doubts are felt as to the efficacy of the reforms clamored by the Young Turk party, other problems of the near East naturally surge to the foreground. Signor Pietro Fea, in the *Rassegna Nazionale*, studies the question of the Straits, with the recent book of M. Gorainoff on the entire diplomatic correspondence preserved in the Imperial Archives at St. Petersburg as text.

M. Gorainoff's publication of the correspondence, with the notes personally affixed by the Czars, gave curious details on Russia's changing policy from the end of the 18th century, when Turkey lost the Crimea and her undisputed sway over the Black Sea, until the recent unsuccessful attempt of the Imperial Russian Chancellery to revise existing treaties at the time of Austria's annexation of Bosnia and Herzegovina.

As long as the Black Sea was entirely surrounded by the territory of one nation it was like a lake, and no other power had any right whatsoever to lay any claim whatsoever upon it, and the sovereign nation had the sole authority to decide as to the admission into the sea through the straits of the merchant ships of any other nation. As to warships there could be no discussion. But as soon as two nations owned territory bordering on the sea, a conflict inevitably arose between them as to the predominating influence on the sea itself and as to its outlets—the natural means of communication with the Mediterranean. The one—Russia—had and still has a very great interest in securing free passage through the straits in order to communicate by sea with the entire world and concentrate at will on one point, according to her military or naval exigencies, her naval forces divided between the Baltic and the Black Seas; the other—Turkey—had and has a still greater inter-

est in denying a foreign fleet access into the heart of her realm and passage through her capital itself, a few hundred yards from the seat of government and the palace of the Sultan.

By force and by diplomacy Russia has pursued her aim. Peter the Great is said to have suggested the conquest of Constantinople and the Dardanelles, and the imperial chancellery has labored for a century to effect an alliance in which Turkey should be guaranteed her territorial integrity and in return should permit Russia unrestrained ingress and egress through the straits. In 1708, the Sultan asked the aid of the Czar against the French expedition to Egypt, and the Russian fleet was sent from the Black Sea to the Bosphorus and the Mediterranean to protect Constantinople from a possible French aggression. Russia obtained by this alliance the right of passage for eight years, which was renewed in 1805 for nine years longer. Turkey, in fear of Napoleon, broke this pact in 1807, closed the straits to Russian ships, and in consequence Constantinople sustained the combined attack of the Russian and English fleets. After the peace of Tilsit, Turkey, isolated by the Franco-Russian alliance, turned to England and in a treaty with her new friend undertook to close the Bosphorus and the Dardanelles to warships of all the powers, including Russia. In 1829, Russia, on the march to Constantinople, defeated Turkey in two campaigns and obliged her to sign the Adrianople agreement not to examine the Russian merchant ships. This clause allowed Russia to pass off warships as traders. Four years later, the sultan again appealed to his foe against the Pasha Mahomet Ali. The Czar sent the Black Sea fleet and in return extorted the celebrated Unkiar-Iskélessi treaty, which in substance put Turkey under the Russian protectorate and closed the Straits to warships of all other Occidental powers. Mahomet Ali revolted again in 1840, secretly aided by France; and Russia, preferring that the Turkish Government remain in weaker hands, approached Austria and England to effect a joint diplomatic move against the aggression aided by France. In July, 1840, at London, the powers, excepting

France, agreed to assist the Sultan against his rebellious subjects, who, subsequently abandoned by France, renounced his ambitious designs. In 1841, a second conference, at which France also assisted, confirmed the principle of the closing of the straits to warships of all nations, except in case of a war in which Turkey should take part.

Other clauses restored to the Ottoman Empire full right to visit the merchant ships of all nations plying the Bosphorus and Dardanelles, and thus deprived Russia of her means of eluding the prohibition of warships. Russia, dissatisfied with the treaty, returned to her policy of 1828-9, defied Europe, attacked the Turkish fleet at Sinope and brought on the Crimean War. The Treaty of Paris in 1856, that put an end to the struggle, declared the Black Sea neutral waters and forbade any power to keep warships there. Russia and Turkey were permitted only a limited number of warships for the protection of their customs and fisheries, but Turkey of course could build up her fleet in the Sea of Marmora and on the Bosphorus, while this was not possible for Russia. M. Gorainoff relates the exclamation of Alexander II seven years later: "I signed the treaty of Paris and it was a cowardly action."

In 1870, the Czar found the moment opportune to send a declaration to the powers that he was no longer bound by the Treaty of Paris in regard to his sovereignty of the Black Sea. The Conference at London was obliged to legalize this defection, but exacted, however, the retention of the principle of the closing of the Straits, which, notwithstanding the victory of Russia over Turkey in 1877-78, is still in force.

Signor Fea quotes the remarks of Monsieur Gorainoff apropos of the hostile attitude of the powers toward Russia in 1877-78. After the great losses sustained in that campaign only the opening of the straits to the Black Sea fleet would have been a satisfactory result. Owing to England's menaces, Russia renounced this question forever.

"Forever," says Signor Fea in conclusion, "is perhaps too much to say, but the intrinsic difficulty of the problem, not premeditated malice, was the cause of the powers' attitude. One must consider that Europe's suspicion of Russia is an inevitable result, not of an unreasoning hostility, but of the enormous actual power and of the incomparably greater future possibilities of the gigantic Romanoff Empire." Europe cannot forget that fifty years ago Russia had only sixty million inhabitants, and that to-day she has 120 millions, and that, given her vast

territory, this rapid increase may be considered without future bounds. And Europe must think of the consequent danger to her own independence. The result of the Russo-Japanese War has proved that this danger is more remote than it was believed, but in this sphere of problems, every patriot must be far-seeing, and the life of nations is measured by centuries. M. Nelidoff's celebrated note requiring the free passage for the Russian warships, excluding those of all other nations, can evidently never be granted by Western Europe. The other solution opening unconditionally the straits to all warships of all nations will probably never be attained so long as Turkey exists—or any independent state with a government at Constantinople. Even M. Gorainoff remarks: "Nothing could be more unpleasant for the Sultan than to see the fleets of all the nations maneuvering before the walls of his palace without even asking his permission." Without mortal injury to Ottoman independence, unrestrained passage up the Bosphorus cannot be admitted either for Russia alone or for all the nations. This is the real cause of opposition to Russia, and not the exaggerated fear of Russia's approach to the Mediterranean as Gorainoff seems to think. Besides, if existing conditions constitute unquestionably a check to Russia in that she cannot use the Black Sea fleet for other purposes but coast defense in event of war with Turkey, Russia must think that in case of any war with any other power, the *status quo* is a guarantee of protection against any hostile fleet intending to damage her southern provinces, to besiege Odessa or attack Sebastopol. And in case of a war in which Turkey would share as ally against Russia, the treaties would become, as Lord Salisbury had to confess in 1885, "pure theory."

"Since 1856 there have been created two more states on the shores of the Black Sea, Roumania and Bulgaria, the Suez canal has been opened, but the solution then decided upon and actually in force still seems not only the best, but the only one if the autonomy of the Balkan kingdoms is not to become a mere fiction."



# NOTES ON BUSINESS AND INVESTMENTS

## Efficient Control of National Banks

A SUM of more than \$2,000,000,000 measures the liability which the law imposes upon the 600,000 odd holders of the shares of this country's national banks.

If surplus and undivided profits be taken account of, a grand total of the liabilities of all the banks is nearly \$3,000,000,000, a sum for which nearly 62,000 directors are responsible to the stockholders.

Total deposits in these banks are more than \$5,300,000,000, a sum which represents the interest of over 9,000,000 depositors in sound management.

And the sum of all of the banks' resources is nearly \$10,250,000,000, the measure of the whole country's interest in these national institutions.

Such figures are imposing. They were used recently at a meeting in Philadelphia to impress upon an assemblage of national bank examiners the importance of their putting forth their best efforts to secure more efficient directoral control of the banks. Comptroller of the Currency Murray had only a little while previously instructed the examiners to inform the managements of institutions in their respective jurisdictions that, in cases where there was known to be a tendency on the part of directors to regard their offices as mere sinecures, the banks concerned would be classified as "weak" and subjected to four searching examinations a year.

Several times in the past this magazine has commented on the fact that Comptroller Murray from the very beginning of his administration has insisted upon bank directors who direct. And his businesslike methods employed to secure the proper kind of management and to minimize the proportion of failures have been held up as examples for private investors to follow in conducting their affairs.

The business of banking has felt the blight of "wild-cat" promotion just as other forms of business. Mr. Murray's vigilance, however, is rapidly putting an end to it. When a promoter is granted a bank charter nowadays he must have first convinced the Comptroller that his financial record is a good one and

that the community in which he proposes to do business is actually in need of banking facilities. More than 200 applications for charters have been refused during the past year, mostly from localities in the West and South. The number granted is unprecedently low, as will be seen by a comparison of the figures of organizations in the first seven months of the last four years as follows:

1911—146;	1910—200;
1909—192;	and 1908—230.

## Bank Shares as Investments

THERE is one characteristic in particular about the shares of a sound, well-managed bank which makes them attractive to investors. It is always possible for a holder of such shares to know exactly how his investment stands—to know that his bank's liabilities are covered by nothing else but tangible assets. Questionable items of all sorts, such as overvaluations of property and plant, good will, and so on, which so frequently make balance sheets, especially those of industrial companies, impossible of accurate interpretation, find no place in the financial statements of banking institutions.

Gilt-edge stocks of this kind, however, do not yield very much. Many of them, in fact, sell on as low an income basis as the best of savings-bank bonds. Using a dozen or more issues of representative New York Clearing House Association members as a basis of computation, it is found that the average net return on shares of institutions in the big financial centers is in the neighborhood of  $4\frac{1}{8}$  to  $4\frac{1}{4}$  per cent. It is possible to get yields from that on up to 5 per cent.—and all on shares of conservatively conducted banks.

How well the average investor understands the important element of risk which attaches to stocks in this category is doubtful. At any rate, not a few recent inquiries received by this magazine have given evidence of a tendency to ignore the double liability which is always imposed upon holders of the stocks of national banks and in the majority of cases upon holders of the shares of state institutions. This "uncalled liability," as it is technically termed, means that in case of failure or liquidation from any cause, if assets

have become impaired and are not sufficiently large to offset liabilities, stockholders may be assessed up to the par value of their holdings for the purpose of making good the deficit. It constitutes a risk which, fortunately, is nearly always remote, but authorities assert that it helps, nevertheless, to keep the average prices for bank stocks lower than it would be otherwise.

Another thing which the prospective investor in bank shares should always bear in mind is that such securities are less "liquid" than almost any other kind. That is, they are less readily converted into cash in case of the holder's need for funds. No general market exists for them and an expert states that no broker can create one. Such shares, then, are essentially investments for income and, as such, should at best make up only a relatively small proportion of the average investor's total holdings of securities.

### Regulation That Counts

**A**N interesting analogy may be drawn between Comptroller Murray's activities in keeping a check on bank promotion and certain activities of our public service commissions.

A short time ago the New York State Commission published a decision fraught with a great deal of significance to investors. It was a decision denying the application of a new railroad company for permission to construct a double-track road across the State from Buffalo to Troy.

Here are some of the reasons which the commission gave for its action:

1. Existing facilities are adequate.
2. The new road would cost several millions more than its promoters estimated.
3. The company could not obtain enough business to pay operating expenses and a reasonable return on the capital invested; therefore, it would be bankrupt from the beginning.
4. The promoters failed to show financial ability sufficient to justify the belief that they could construct the road at all.

Thus, the Public Service Commission appears to have acted on the same theory as the one involved in the opinion held by the Comptroller of the Currency, that "the time to close weak banks is before they are opened."

In the judgment of the commission the chances were that the railroad in question could never have been much more than a phantom. Doubtless, however, the promoters would have found it possible to sell stock

and bonds to the public. The ultimate result would have been a lot of unfortunate investment experience for a good many people.

### Standard Oil "ex-Subsidiaries"

**A** NEW definition will have to be written into future editions of the dictionaries containing investment terms. Most investors probably know what is meant when they see such and such a stock quoted "ex-dividend," or bonds "and interest." But there are doubtless many to whom the quotation "ex-subsidaries" will prove something of a poser.

This new term, as it is now used, is narrow in its application, but it bids fair to come into wider usage. It has been invented to facilitate the buying and selling of Standard Oil stock under the peculiar conditions which grew out of the Supreme Court's decision last June, ordering a dissolution of the company.

It will be recalled that that part of the company's organization which came under the ban of the law comprises the Standard Oil Company of New Jersey as the "parent" or "holding" concern and some thirty odd subsidiary corporations, the stock ownership of which the "parent" company was directed to relinquish. The New Jersey corporation, whose stock it is that the public owns, will not go out of existence, for, besides being a "holding" company, it is the owner of several valuable manufacturing plants.

Therefore, in view of the approaching disintegration, it has become necessary to fix two different valuations for the Standard Oil stock that is known in the investment markets: one valuation based upon the earning power of the company, principally as a manufacturing concern; another valuation based upon that earning power together with the rights of the old holders of the stock to participate in the pro rata distribution of the subsidiary companies' shares which it is expected will be effected about December 1st.

The quotation of Standard Oil stock, "ex-subsidaries," refers, then, to the stock as it will stand after the final steps in the company's dissolution have been taken. Thus, assuming an arbitrary market valuation of \$665 a share under the old form of organization, and of \$325 a share for the "rights" of the holders to receive the various odd lots of constituent companies' stock, Standard Oil Company of New Jersey shares under the new order of things should have a valuation of \$340 each.

Holders of the stock of the American To-



bacco Company, which is also going through a reorganization in accordance with a decree of the Supreme Court, may soon find it necessary to familiarize themselves with this new method of quotation. And it is possible, too, that as other big corporate organizations in the industrial world have their affairs brought under the review of the courts—as it is not unlikely some of them will, sooner or later—the term “ex-subsidiaries” will become an indispensable addition to the investor’s vocabulary.

### An Argument for Publicity

USE of the word “arbitrary” in any mention of money valuations of Standard Oil stock happens to be peculiarly fitting. “Arbitrary” is defined in the dictionaries as referring to something “not bound by rules.” There have, in truth, been few rules, in accordance with which the intrinsic value of these shares could be determined with exactness. At any rate, the rule to which investors have been taught to attach the greatest amount of importance in this connection—the rule of earning power—has been singularly impossible of intelligent application to Standard Oil stock.

Only once in its history (about five years ago) did this company see fit to make any detailed statement of income and expenditures. It has never taken its stockholders and the public into its confidence with reference to other essential details of its business. It is said, indeed, that there exist not a few important facts about its vast organization which even the Government’s probers failed to bring to light. Standard Oil has been the notorious example of a foe to publicity of corporation affairs, in striking contrast to such companies as the United States Steel Corporation, whose reports are considered models of informative documents relating to industrial enterprise.

Once upon a time Standard Oil made application to have its shares listed on the New York Stock Exchange. The rules of that institution require as a prerequisite for “making a market” for corporation shares, a good deal of pertinent information about financial condition, and so on. The company took thought again and withdrew its listing application. Its shares have since been the principal ones to lend dignity to New York’s curb market. And, as it developed during the course of the trial of the Government’s suit, the underlying motives for the pursuit of this anti-publicity policy were what, in reality, furnished the sure ground for invok-

ing against the company the penalties provided by the Sherman law.

But there are those who will exclaim, What need have Standard Oil stockholders had for all this kind of information? Have they not been annually assured that their company’s net profits were far and away greater than the \$40,000,000 required for the payment of the 40 per cent. dividends? And has not the enormous accumulated wealth—that is, the wealth commonly believed to be possessed by the corporation—always baffled the understanding of the average man of affairs? All this might be granted. It might even be said that Standard Oil stockholders were justified in resting in contentment over the sterling character of their investment. But the simple fact remains that the precedent set by this company in respect of publicity is a bad one—a fact which, in the light of current financial history, is being appreciated more than ever before.

Were such a precedent to be followed by corporations generally, chaos would reign in the investment world. Values of all securities would have to be fixed more or less arbitrarily. Hope would in all likelihood be capitalized to a greater extent than it now is. Prices would reflect in a larger sense the mere expectations of things, which ought to be clearly set forth—such things as, for example, in the case of Standard Oil, the company’s ability to continue the payment of the same dividends under the new conditions as were paid under the old.

As this issue of the magazine went to press, comment like the following was being made by the chroniclers of financial news on the market for Standard Oil stock: “No one can give any sensible reason why any of the shares now being traded in should sell at one price instead of another. That conclusion is the one generally accepted in Wall Street.”

And “Wall Street” usually is not lacking in reasons for prices.

### James J. Hill—Prophet of Business

MR. JAMES J. HILL, chairman of the board of the Great Northern Railway, whose reputation as a prophet of business has been referred to in these pages on several occasions during the past year or more, has again furnished bankers, merchants and manufacturers with food for thought.

This time there is a refreshing note in what he has to say about conditions, notwithstanding he is not an optimist on the immediate future. For he separates himself from

the crowd and refuses to lay all the blame for the present inactivity of industry and trade upon Congress and the Inter-state Commerce Commission.

He talks in terms of fundamental economics when he says: "The right proportion between people who are producing and those who consume has not been maintained."

In other words, his judgment is that the country's consumptive capacity has been lagging too far behind and must catch up to its productive capacity before business can improve very much. Mr. Hill deprecates the increase in the number of people employed in industrial enterprise during the last few years having been made at the expense of agriculture. Which is to suggest one of the remedies he would apply for a restoration of equilibrium in the business world.

### The Oversupply of Investments

STATISTICS are at hand to substantiate another of Mr. Hill's recent remarks that "there is plenty of commercial money in the banks but no investment money."

According to figures compiled by the *Journal of Commerce and Commercial Bulletin*, the August output of new securities was the lowest on record—only a little more than \$51,500,000. For the two previous months the respective totals were, in round numbers, \$130,000,000 and \$238,000,000. And in August, 1910, the total was nearly \$12,000,000 greater than this year.

This remarkable falling off in the monthly supply of new stocks, bonds and notes is, of course, due to the diminished demand from investors about which the bankers have been complaining lately. Of the billion and a quarter, or more, new securities offered since the first of the year, it is estimated that an unusually large proportion still remains to be distributed to the public. Until the shelves of the bankers are cleared of this surplus, it will be futile for the corporations to attempt to raise more money unless they are willing to pay well for it.

An oversupply of securities of such proportions as the present one always tends to create bargains in the investment markets. Those who seek the most profitable, yet safe, employment for their savings say the bankers will do well, during the next month or so, to be on the alert.

### Scientific Management to the Fore

MORE will be heard this fall about "scientific management." And investors might conceivably employ time much less profitably than in giving some of their attention to the discussion of its principles—not necessarily to the technical things involved, but to the things which the "new science," as it is called, seeks to accomplish.

In this sense, the investor's concern is indirect, it is true, but it is scarcely less important than that of the men who are directly and actively engaged in the administration of industrial enterprise.

The essential thing at which scientific management aims is an increase in industrial output with a decreased cost of production. The corollary to that is increased profits, or, in terms of investment science, a greater "margin of safety" for the securities based upon industry. Incidentally, we are told, the employer's ability to pay higher wages, as well as to make some reductions to ultimate consumers in the cost of the goods he produces, will be increased.

Business men, for the most part, are probably as yet unconvinced of the practicability of what is known as the "Taylor System." But they have apparently been brought to a point where they are willing to approach a consideration of it with open minds. The method of the round-table conference will be introduced in this connection at Hanover, New Hampshire, October 12, 13 and 14, under the auspices of the Amos Tuck School of Administration and Finance of Dartmouth College. Leading exponents of the science, including Frederick W. Taylor, the originator, H. L. Gantt, Harrington Emerson, H. P. Kendall, James M. Dodge and Frederick A. Cleveland, will be heard there and prominent representatives of the machine, textile, shoe, paper and lumber industries will participate in the discussions.

These sessions will be primarily for the benefit of the manufacturers and business men of New Hampshire and neighboring States. But they should serve to stimulate a more widespread and serious interest in these proposed methods of industrial reorganization. It may be expected that some valuable new contributions will be made to the literature on the subject, and from a more practical point of view.



# A NEW INTERPRETATION OF CHRIST<sup>1</sup>

**TWELVE** years ago there appeared in Germany a remarkable book, since characterized as the most noteworthy study of the development of human society since Buckle's "History of Civilization." It was entitled "Grundlagen des Neunzehnten Jahrhunderts," and was written in German by Houston Stewart Chamberlain, an Englishman by birth, but a German by education. This work, after having gone through eight editions, representing no less than 60,000 copies in German, has recently been translated into English.

The aim of the book, which has been called the Bible of the Teutonic Aryan as opposed to the Semite, is to expound the various influences which "conditioned" our nineteenth century civilization. The author claims that Jesus Christ himself was the fountain-head of Teutonic civilization. The nineteenth century, he maintains, rests on three foundations: (1) the art and literature of Greece; (2) the law and state idea of Rome; and (3) the religious revelation of Christ. In the case of the Greeks and the Romans these "foundations" were achievements of distinct races; in the case of Christ, of a preëminent personality. The nineteenth century, and, therefore, the twentieth, and all the future centuries, according to Mr. Chamberlain, depend for everything that is worth mentioning and preserving, upon the Teutonic branch of the Aryan race. In this "race," with somewhat inexact ethnological science, the author would include the German, the French, the English, and some of the Slavs. Summing up the significance of the work of the Greeks and Romans he says: "In art and philosophy man becomes conscious of himself, in contrast to nature, as an intellectual being; in marriage and law he becomes conscious of himself as a social being." These are the achievements of Greece and Rome. In Jesus Christ, however, "man becomes conscious of himself as a moral being." The revelation of Christ, says Mr. Chamberlain, was vastly greater than the work of Greece and Rome together. The birth of Jesus was incomparably "the most important event in all human history."

With the beginning of the Christian era, therefore, man had already entered "into the daylight of life." It was just at the time that the Romans, having gained the whole world, had begun to lose their own soul. The decadent Roman conception of Caesarism had begun to replace the true Roman ideal of the State. This Caesarism, with the historical and materialistic religion of the Jews which was later grafted on to the religion of Christ, together with the "systematizing scholastic principle inherent in Aristotle, "eventually proved the wreck of the great Roman State" and brought it to "a mere raceless chaos of decaying empire." This inherited culture inspired by the doctrines of the scholastics and sycophants "cursed Europe's intellectual development for centuries."

What has saved us from this degrading bondage? Nothing, according to Mr. Chamberlain, except the entering of the Teutons into Western Europe.

From the fourth century down to to-day, the history of the civilized human race became "in a certain sense" a struggle between Teuton and non-Teuton, between "Germanic sentiment and anti-Germanic disposition." The Reformation, primarily a political movement, freed the nations of Europe from the dominance of Rome. Ever since that day—for the French Revolution was not the beginning of a new era, but the beginning of the end of Roman domination—it has been the rise of Teutonic individuality and nationality in science, industry, politics, religion, and art that is the cardinal fact of Western history.

The most creative thought in this work is undoubtedly the author's interpretation of Christ. This is one of the most extraordinary interpretations of modern philosophy and literature, illuminatingly elaborated with the deep and extraordinary scholarship of a remarkable mind. All true religion, says Mr. Chamberlain, is summed up in that single sentence of Christ: "The kingdom of God is within you." This teaching, he points out, is distinctly individual and Aryan as opposed to all the historical and materialistic religions, as well as to the religions in which salvation is based upon a system of good works. The religious faith of more than two-thirds of all the inhabitants of the earth to-day starts from the earthly life of two men, Christ and Buddha. But these are as opposite as the poles. Buddha represents the "senile decay of a culture which has reached the limits of its possibilities." Buddha taught that there is nothing in life but suffering, and that the one object worth striving for is redemption from suffering by annihilation. The sole object of life for Buddha was to die. Christ taught that the kingdom of God is within us, therefore, man, and his life, is the most important thing. Christ did not turn from life, but to life, and to more life. Whatever Christ's racial type may have been, morally at any rate, Mr. Chamberlain insists, He was not a Jew, but an Aryan, and His teaching, though influenced by Semitic environment, is a "complete denial" of all the teachings that are dear to the Jewish heart. He was not the Messiah of the Jew, but the Superman of the Aryan.

There is much that seems like prejudice in these two splendid volumes. Mr. Chamberlain's dislike of the Hebrew people leads him, it would seem to the fair-minded reader, to unjust disparagement of the contributions to civilization made by the Jews. His style, which is extraordinarily lucid, is that of a controversialist who sets out to prove a thesis. The reader cannot help realizing the argumentative tone of the work, yet finds it impossible to withhold admiration from the vast learning, the splendid critical acumen, and the seductive manner in which facts are marshaled in support of the thesis. It should be added that the translation appears to have been very well done.

<sup>1</sup> The Foundations of the Nineteenth Century. By Houston Stewart Chamberlain. 2 vols. Translated from the German by John Lees. John Lane. 1158 pp. \$10.

# THE NEW BOOKS

## BIOGRAPHY

WE have long known Talleyrand the Bishop, Talleyrand the member of Parliament, Talleyrand the diplomat, the grand chamberlain, the courtier, the statesman, and the minister of foreign affairs. But Talleyrand the man is comparatively unknown. In a biographical sketch<sup>1</sup> by Bernard de Lacombe, just translated by A. d'Alberti, we are given a picture of the private citizen, who was Prince Talleyrand de Périgord, of his social and religious ideas, of his love affairs and of his sickly and forsaken old age. As far as possible the historical documents have been permitted to speak for themselves. Perhaps one of the most interesting parts of the volume is Talleyrand's experience in the United States in 1794, when he taught the principles of free trade to Alexander Hamilton. A frontispiece portrait is from the painting by Isabey.

A collection of "Great Love Stories of the Theatre,"<sup>2</sup> by Charles W. Collins, purports to be a complete historical record of theatrical romance. The beauties who figure in these stories were either favorites of monarchs or of artists and well-known public men. Portraits of the most celebrated historical characters are scattered through the volume, the frontispiece being a reproduction of a painting of Adrienne Lecouvreur.

A literary study entitled "Some Aspects of Thackeray,"<sup>3</sup> containing chapters on Thackeray as a leader, as a critic, as an artist, and studies of Thackeray's country, his ballads, his illustrations and the prototype of his characters, is a welcome contribution to the Thackeray literature of this anniversary year by Lewis Melville. Mr. Melville, who has already brought out a successful life of Thackeray, has become known as a Thackeray expert. He writes with enthusiasm and a practised hand. The volume is fully illustrated, including many portraits of the author of "Vanity Fair."

Historians of world literature and world politics are now agreed that Adam Mickiewicz was not only the most inspired of Polish poets and one of the noblest personalities in the history of his country, but that he was one of the loftiest idealists of the nineteenth century. Continental Europeans, with the exception of the French, know very little of Mickiewicz; the English scarcely anything, while to the Americans his name is almost unknown. In her character sketch: "Adam Mickiewicz: The National Poet of Poland,"<sup>4</sup> Miss Monica M. Gardner provides, with an unusually sympathetic touch, not only what is a well rounded story of Mickiewicz's career and character, but an illuminating outline of a half century of Polish history. Miss Gardner believes,—and there are many who will agree with her,—that Mickiewicz was the greatest poet of the Slavonic race. He came to maturity and began his poetic writings at the time when Poland, having ceased to exist

politically, was in the depths of her despair. It was just before the ill-starred uprising of 1831, and the sorrows of the nation had found expression in a literature "that for its noble power, its lofty ideals, and its deep pathos ranks among the finer creations of European letters." During the years of exile and persecution following 1831, the national life was dependent upon the poets, who kept alive the aspirations and ideals of the people. It was the golden age of Polish literature, when the triad, Mickiewicz, Slowacki and Krasinski, were writing their mystic epics and dramas. The greatest of these, undoubtedly, was Mickiewicz. Miss Gardner has great sympathy for her subject and a fine instinct for literary values. This enables her to show us the man, Mickiewicz, clearly, even though the work is not a full biography. She has herself translated directly from the Polish typical passages from his greatest works, particularly from the "Ancestors" and "Thaddeus." She gives an account of the mystic theory of *Mesyanism*, in accordance with which Poland, purified and spiritualized by her sufferings, was to be exalted to become the leader of all Christian, and more especially of all Slavonian nations. She quotes the verdict of a German critic, never prone to overestimate Polish merit, who has declared that "there may be greater poets than Mickiewicz in the world's history, greater in intellectual and in creative power, but there has risen, as yet, no other who could be for his people what Mickiewicz was and is to his people. He forgot everything but his unceasing toil to raise her to the loftiest moral heights." A striking portrait of the poet, setting forth his nobility of feature, forms the frontispiece to the volume.

## HISTORY

A series of volumes setting forth, in modern style, the story of various periods in English history, with especial attention to the human side of national movements, is being brought out by the Crowells. "The Dawn of British History," by Alice Corkran, begins about 400 B. C. with the first voyage of the Greeks to Britain in search of tin. The book ends with the withdrawal of the Romans in 410 A. D., thus covering eight centuries of British history. "The Birth of England" and "From Conquest to Charter," two volumes by Estelle Ross, takes up the history from the Roman departure, 410 A. D., to the wresting of the Great Charter from King John in 1215. These volumes are copiously illustrated with some pictures in color and with many pen drawings. Two accounts of later periods, "In Tudor Times" and "In Stuart Times," both by Edith L. Elias, devote themselves more particularly to character studies of eminent personalities. They are illustrated with full-page half-tone portraits.

Why was Shelley expelled from Oxford? Why did Dr. Johnson throw the boots out of his window at Pembroke? What is the truth about the Brasenose Hellfire Club, and the ghost? What was the origin of town and gown rows? Is it true that Froude's book was publicly burnt at Exeter? What was Oxford like at the time of the Civil War? What sort of people were the Tractarians, the Wesleyans, the Aesthetes and the Positivists?

<sup>1</sup> Talleyrand the Man. By Bernard de Lacombe. Boston: Dana Estes & Co. 412 pp., ill. \$3.50.

<sup>2</sup> Great Love Stories of the Theatre. By Charles W. Collins. Duffield. 327 pp., ill. \$3.50.

<sup>3</sup> Some Aspects of Thackeray. By Lewis Melville. Little, Brown & Co. 281 pp., ill. \$2.50.

<sup>4</sup> Adam Mickiewicz: The National Poet of Poland. By Miss Monica M. Gardner. E. P. Dutton & Co. 317 pp., port. \$3.50.



Why was Jowett so famous? Which was Gladstone's college? Why do they have boar's head for dinner on Christmas Day at Queen's? Can you tell me any stories about Charles Reade—or Sir Richard Burton—or Southey—or De Quincey—or Pater? Such, with many others, always asked by visitors to England's oldest University, are the questions answered in Francis Gribble's new volume, "The Romance of the Oxford Colleges."<sup>1</sup> Everybody, whether he goes to Oxford or not, has asked these questions at some time during his lifetime, and one does not need to be a pedantic scholar to be interested in the answers that Mr. Gribble so entertainingly gives in this little volume.

A vivid description of the "Famous Sea Fights from Salamis to Tsu-Shima"<sup>2</sup> has been brought out by John Richard Hale, with 13 illustrations and 17 plans. Salamis, the first great sea fight of which we have a detailed history, settled the supremacy of the West over the East; Tsu-Shima reversed the long experience of 2000 years and registered the defeat of the Occident by the Orient. The stories are divided into those referring to periods of oar and close fighting; second, to that of sail and gun; and third, to that of steam, armor and rifled artillery.

A little volume, entitled "Prison Life in the Old Capitol,"<sup>3</sup> contains a diary kept by the author, James J. Williamson, while a prisoner of the Federal Government in what was known as the "old Capitol Prison" at Washington, D. C., in the year 1863. The "Old Capitol" building is still standing, after an eventful career of more than a century. It was originally designed for a tavern, or boarding-house, but was closed shortly before the War of 1812. In August, 1814, when the British troops entered Washington and burned the Capitol, the Government bought this tavern and it was occupied by Congress until the Capitol building itself was restored. Within its walls two Presidents were inaugurated, and the Hon. John C. Calhoun died. After the outbreak of the Civil War it was taken by the Federal Government to be used as a prison. It was in this building that most of the civilian prisoners of the war period were confined. Mr. Williamson's diary relates his experiences as a prisoner during the first three months of 1863. It is one of the few published narratives of prison life from the Confederate standpoint.

Dr. Emerson David Fite, of Yale University, has made the Presidential campaign of 1860 the subject of historical treatment.<sup>4</sup> While it is doubtless true, as Dr. Fite states in an introductory chapter, that there have been more exciting and enthusiastic political campaigns in the history of the country than that of 1860, it is certainly true that there has been no campaign involving more important issues. Dr. Fite finds that in the North the masses of the people controlled the political situation, while in the South it was rather a battle of leaders. This book makes important contributions to our knowledge of the arguments employed in slavery discussion, and of the methods and tactics adopted in the campaign.

#### TRAVEL AND DESCRIPTION

Still another of Mr. William Eleroy Curtis' meaty accounts of his travels comes to us entitled

"Around the Black Sea."<sup>5</sup> Asia Minor, Armenia, the Caucasus, Circassia, the Crimea, and Roumania are considered. The volume is copiously illustrated, chiefly from photographs taken by the author himself, and there is also a complete map of the Black Sea region. The final chapter considers Robert College.

The most attractive book yet published on the subject of conservation is "The Land We Live In,"<sup>6</sup> by Overton W. Price, vice-president of the National Conservation Association. As Mr. Gifford Pinchot remarks, in a foreword, while the book is to be known as the boy's book of conservation, "it is about as good for grown-ups also." After reading Mr. Pinchot's enthusiastic declaration that he has never before seen so good a statement of the great conservation problem as this, most people will be satisfied that "The Land We Live In" is something more than a boy's book. The title is a peculiarly happy one and the book in both text and pictures lives up to the title from the first chapter to the last. Many of the descriptive passages yield nothing to the photographic illustrations in vividness and clarity. All the pictures have been chosen with admirable discernment. If there are any Americans still unconverted to the gospel of conservation, a perusal of this book should accomplish the desired result.

A new volume in the All Red Series is devoted to "The Dominion of Canada."<sup>7</sup> This series, which has already issued volumes on Australia and New Zealand, is designed to "quicken the interest of Englishmen in the extension and maintenance of the Empire and to give an account of its constituent countries as they are to-day — their physical features, natural productions, commerce, and social and political institutions." This volume on Canada has been written by W. L. Griffith, who has been Secretary for some time to the High Commissioner for Canada in London, Lord Strathcona. It is intended to be of practical use for immigrants or visitors, and also for the study of those Canadians who stay at home. The book is copiously illustrated and there is a map of the Dominion at the end.

#### LITERATURE AND ART

"Success in Literature,"<sup>8</sup> by W. M. Colles and Henry Cresswell, is a collection of counsel from various notable writers, such as might be useful in guiding the pens of aspirants for literary honors. The information is divided into topical chapters, entitled, "Originality," "The Worker and his Work," "Style," "Reading," "Form," "Treatment," "Success," and "The Literary Great." These chapters postulate that the profession of letters is essentially intellectual and also that success is the reward of labors conducted with knowledge and judgment. The entire text with its quotations and succeeding comment well bears out the truth of the postulate, nevertheless there will creep into the reader's mind the suspicion that the authors of this admirable volume have underestimated the influence of emotion as a force in literature. According to their sage advice, there must be no more Byronic scribbling at night after balls, no more fashioning of verses on the edge of

<sup>1</sup> The Romance of the Oxford Colleges. By Francis Gribble. Little, Brown & Co. 324 pp., ill. \$1.75.

<sup>2</sup> Famous Sea Fights from Salamis to Tsu-Shima. By John Richard Hale. Little, Brown & Co. 349 pp., ill. \$2.

<sup>3</sup> Prison Life in the Old Capitol. By James J. Williamson. Published by the author. 162 pp., ill. \$1.50.

<sup>4</sup> The Presidential Campaign of 1860. By Emerson David Fite. Macmillan. 356 pp. \$2.

<sup>5</sup> Around the Black Sea. By William Eleroy Curtis. George H. Doran Co. 456 pp., ill. \$2.50.

<sup>6</sup> The Land We Live In. By Overton W. Price. Small, Maynard & Co. 242 pp., ill. \$1.50.

<sup>7</sup> The Dominion of Canada. By W. L. Griffith. Little, Brown & Co. 450 pp., ill. \$3.

<sup>8</sup> Success in Literature. By William Morris Colles and Henry Cresswell. New York: Duffield & Co. 360 pp. \$1.25.

wooden wash-stands, as did shy Christina Rossetti; we must be businesslike and be sure of a lucid comprehension of all matters appertaining to our art. Aside from this slight didactic tone, the book is a mine of helpful precept and advice.

For the lover of pure literature who is interested in lyric poetry, there are two recently issued volumes that will prove most attractive. In the little series of *Trobador Poets*, there is one volume translated from the Provençal with introduction and notes by Barbara Smythe. Then there is "*La Lyre D'Amour*," an anthology of French love poems from the earliest times down to the year 1866, *i.e.*, through the Victor Hugo period. These are in the original, and have been selected and annotated by Charles B. Lewis. Both are brought out by Duffield.

Six lectures on "*The Classic Point of View*,"<sup>1</sup> delivered at the Art Institute of Chicago during the past summer, by Kenyon Cox, have been brought out in book form under the above title. The lectures were addressed, not only to ambitious art students, but to the general reader. Replying to the charge that criticism of art by an artist is always an apology for his own work, Mr. Cox rejoins "we paint as we can, and none of us can afford to have the validity of his opinions judged by his success in carrying them into practice."

#### PSYCHOLOGY AND PHILOSOPHY

Rightly understood, says Mr. Havelock Ellis in the preface to his book "*The World of Dreams*,"<sup>2</sup> dreams may furnish us with clues to the whole of life. Most literature in the past on dreaming, Mr. Ellis believes, has been "overweighted by bad observation and reckless theory." In this volume, which is written in a scholarly style, with a literary touch that characterizes all Mr. Ellis's work, there are many vivid descriptions of dreams, and some very keen analyses. The book is not of the superstitious, coincidence sort; it approaches the subject of dreams from the standpoint of a special knowledge of the psychologist, Mr. Ellis being himself a scientist of standing, a fellow of the Medical Legal Society of New York, the general editor of the *Contemporaneous Science Series* and the author of a number of authoritative treatises, notably on the psychology of sex. It is the problems of normal dreaming in which this author is interested, not telepathic or abnormal visions during sleep. He considers the elements of dreams, the logic, emotion, symbolism and memory in dreams, and the rather curious experience which all dreamers know, that of attempting to fly, which has a special chapter under the title "*Aviation in Dreams*."

Hugh Black, who has given to the public a good many stimulatingly worded sermons and "uplift" appeals, has gathered together a good deal of his optimistic philosophy in the little volume entitled "*Happiness*."<sup>3</sup> He declares that he has succeeded in resisting the temptation to write a book of "learned appearance, with scholastic words and large footnotes," and that he has written a book on happiness without once using words like *hedonism*

and *utilitarianism*. The sum and substance of his theory is that we attain happiness "not by processes of reasoning, but because we believe in God."

#### BOOKS OF REFERENCE

The volume on "*City Government by Commission*,"<sup>4</sup> edited by Secretary Clinton Rogers Woodruff of the National Municipal League, contains a number of papers presented to the league by leading authorities on topics related to the recent rapid spread and development of what is known as the commission system of city government in this country. The book presents arguments both for and against the commission plan. It gives not only arguments, but the facts derived from official sources. The Municipal League, as a body, has not yet indorsed the commission form of government in its entirety. It is stated, however, in the preface to this volume, that to the extent that the commission government provides a short ballot, a concentration of authority in the hands of responsible officials, the elimination of ward lines and partisan designations in the selection of elective officials, adequate publicity in the conduct of public affairs, the merit system, and a city administration responsive to the local public opinion of the city, it embodies principles for which the league stands. The results in the Texas cities, in Des Moines and other Iowa cities, and elsewhere, are impartially presented and summarized for the benefit of the interested reader.

The "*Concise Oxford Dictionary of Current English*"<sup>5</sup> is the work of H. W. and F. G. Fowler, authors of "*The King's English*." In its own province and on its own scale this compact little book of 1000 pages uses the materials and follows the methods of the great "*Oxford Dictionary*," which is now making a steady advance toward completion. This great work, under the editorship of Sir James Murray, is regarded as the greatest contribution of our time to English lexicography. The smaller book is issued in a form and a price that brings it within the reach of all who desire to provide themselves with the best authority on English usage.

The regular annual edition for 1911-12 (*Jewish Year 5672*) of the *American Jewish Year Book*<sup>6</sup> pays particular attention to the passport question. The history and documents having to do with the effort made by the American Jews and their sympathizers to compel the Russian Government to recognize American passports in Russia, when presented by Hebrews, is presented in detail. This is the thirteenth issue of the *Year Book*.

The proceedings of the International Congress of Races, which was held in London on July 26-29, and an account of which appeared in our pages last month, have been published in a volume which has been entitled "*Inter-Racial Problems*."<sup>7</sup> It consists of the papers communicated to this Congress, and has been edited by Gustav Spiller, who was the organizer of the Congress.

<sup>1</sup> *City Government by Commission*. By Clinton Rogers Woodruff. Appletons. 381 pp. \$1.50.  
<sup>2</sup> *The Concise Oxford Dictionary of Current English*. By H. W. and F. G. Fowler. Oxford: Clarendon Press. 1041 pp. \$1.

<sup>3</sup> *American Jewish Year Book*. Edited by Herbert Friedenwald. Philadelphia: The Jewish Publication Society of America. 449 pp. 75 cents.

<sup>4</sup> *Inter-Racial Problems*. By Gustav Spiller. Ginn & Co. 485 pp. \$2.40.

<sup>1</sup> *The Classic Point of View*. By Kenyon Cox. Scribner's. 232 pp., ill. \$1.50.

<sup>2</sup> *The World of Dreams*. By Havelock Ellis. Houghton, Mifflin Co. 288 pp., \$2.

<sup>3</sup> *Happiness*. By Hugh Black. Fleming H. Revell Co. 232 pp. \$1.50.

